



**COLORADO RESCUE** — 1st Lt. Gerald W. Alsum, Littleton Sr. Sq. (Colorado Wing), left front, helps remove an injured survivor of last month's commuter airliner crash in the Rocky Mountains. Alsum and SM Donald C. Niekerk of the same squadron were the CAP members who found the downed aircraft using ELT signals. See page 2 for more photos. (Photo by Rod Hanna)

### Ground Search Effort

## 21 Rescued From Crash In Colorado Mountains

DENVER, Colo. — Civil Air Patrol topped its own record in life-saving efforts in early December when the Colorado Wing received credit for saving the lives of 21 persons who survived the crash of a commuter airliner in the Rocky Mountains, 110 miles northwest of here.

This 21 brought to 83 the total number of lives saved in 1978. These figures are believed to be all-time records, both for most saved on any one mission and most saved during an entire year.

This cannot be verified, however, since records from early years are incomplete or non-existent. The previous high for an entire year in recent decades is 78 (in 1968).

At the present time, no claims for "saves" are allowed unless they are credited by the Air

Force Rescue Coordination Center at Scott AFB, Ill., for the 48 contiguous states or by competent authority in Alaska and Hawaii.

The Colorado crash involved a twin-engine DHC-6 Otter, on a scheduled flight on Dec. 5 from Steamboat Springs, Colo., to Denver. After crossing the Continental Divide, the pilot radioed that he was having icing conditions and was turning back.

The craft crashed soon after that, at a 10,000-foot altitude, in darkness and a near blizzard. A strong ELT (emergency locator transmitter) signal was activated and an Air Force C-130, participating in an exercise nearby, attempted to track the signal but it faded and they were unable to do so.

Unable to fly a search mission, Colorado Wing members joined representatives of other rescue organizations in a ground search effort. About 1 a.m., the ELT signal was picked up again and CAP members Jerry Alsum and Donald Neikerk, using handheld direction-finding equipment, led the search team to the site.

The searchers, which included 32 CAP members, reached the site about 6 a.m. with the wind blowing at 30 to 50 knots and snow falling. Only four of the survivors were able to walk when rescuers reached the scene.

Survivors were taken out on snow cats through a foot of fresh snow, some riding inside and others, wrapped in down sleeping bags, strapped to the outside of the tractor-like tracked

(See RESCUED, Page 2)



# CIVIL AIR PATROL NEWS



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**NEW MEMBERS** — Maj. Gen. Ralph S. Saunders, left, commander of the Aerospace Rescue and Recovery Service, swears in two new members of the Civil Air Patrol at a recent ceremony at Scott AFB, Ill. The new senior members are Mrs. Saunders and Capt. F. Randall Starbuck, formerly the general's aide. Saunders is also a member of CAP and expects to become fully active when he retires next fall. Starbuck is now on the staff of the USAF Manpower and Personnel Center at Randolph AFB, Tex. (See related story on Page 3)

### Uniform Changes

## Cadets Allowed Longer Hair

MAXWELL AFB, Ala. — Civil Air Patrol's National Executive Committee has approved a radical change in grooming standards for male cadets.

In effect, CAP cadet grooming standards will be the same as those for Air Force Junior ROTC cadets. The change will have the effect of permitting longer hair for male cadets, sideburns which are even with the bottom of the ear lobes, and the wearing of mustaches.

The NEC approved the change at its regular meeting here in

December, following the recommendation of the National Uniform Committee.

In addition to changing the grooming standards for male cadets, the NEC also approved several other recommendations of the committee. These included the following:

- A standardized wing patch was adopted for wear by overseas units;
- A white turtleneck sweater was approved for wear with the blazer combination by both male and female personnel. In ad-

dition, buttons on the blazer were standardized. Only CAP buttons will be authorized:

- Members earning the Emergency Medical Technician (EMT) badge in accordance with national prescribed standards may wear EMT badge on the fatigues.

A proposal to authorize a ribbon for Cadet Officers School was disapproved.

All of these changes will be reflected in the next revision of CAPM 39-1 (Civil Air Patrol Uniform Manual).

## Hall Of Honor

MAXWELL AFB, Ala. — The Civil Air Patrol National Executive Committee at its December meeting here approved the election of Col. Robert H. Herweh and Dr. Mervin K. Strickler to the CAP Hall of Honor. More about the Hall of Honor and these two in the February issue.

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RESCUE WORKERS treat an injured person near the wreckage of the twin engine Rocky Mountain Airways aircraft that crashed during a flight from Steamboat Springs, Colo., to Denver. (Photo by Rod Hanna)



EIGHT-MONTH-OLD Matthew Cotts plays with his father Steve's beard after being released from the hospital following the Rocky Mountain airliner crash. Matthew survived the blizzard and bitter cold conditions all night and was the least injured passenger. His mother is in good condition in a local hospital. (Photo by Joe Marquette, United Press International)

## Rescued

(Continued From Page 1)

vehicles which rescuers had ridden to the scene.

In other emergency service activities, Civil Air Patrol was responsible between Nov. 6 and Dec. 3 for saving the lives of 11 other persons — two saves each being credited to the Minnesota, Alaska, Kansas, Florida and South Carolina Wings and one to New Mexico.

Minnesota's two saves involved searches for lost hunters — one on Nov. 6 for a missing 68-year-old man and one on Nov. 12 for a 20-year-old man. Both were located after brief aerial searches.

The first Alaska save, on Nov. 8, involved the search for an aircraft which crashed 75 miles northeast of Anchorage. The search teams homed in on an ELT signal to locate the crash and a helicopter brought the injured pilot to the hospital.

The second Alaska save, on Nov. 26, involved the airlift from Clear, Alaska, to Fairbanks of a patient suffering internal bleeding.

The two saves in Kansas, one on Nov. 8 and the other on Dec. 3, involved mercy missions —

the airlift of human blood for patients in need. The first was requested by the Red Cross and involved airlift of blood from Wichita to Great Bend Airport. The other was from Augusta Municipal Airport in Wichita to St. Mary's Hospital in Manhattan, Kan.

Florida was credited on Nov. 23 with saving the lives of two persons when search crews located a downed aircraft. CAP ground teams joined forces with Volusia County Sheriff's Department volunteers in locating the crash near Sanford, Fla.

The South Carolina Wing was credited on Nov. 30 with saving the lives of two persons involved in the crash of a PA-12 aircraft near Myrtle Beach, S.C. Search crews located the crash less than two hours after receiving notification and a CAP ground team picked up the survivors.

The New Mexico Wing was credited on Nov. 27 with saving the life of a missing 48-year-old man who became lost in the Pecos Wilderness while hunting. New Mexico CAP volunteers joined forces with the Albuquerque Mountain Search and Rescue Team in the mission.



EVACUATION — Removing the injured passengers from the airliner crash, rescuers contended with heavy snow and blizzard conditions. (Photo by Rod Hanna)

## Correction

Air Force Lt. Col. Frederick K. Carter, director of safety at National Headquarters, reports that the article "Accident Prevention Circular Available" on page 13 of the October 1978 issue should be corrected as follows:

FAA Advisory Circular (AC) 20-1-5 titled "Engine Power-Loss Accident Prevention" may be obtained free of charge from the following address:

U.S. Department of Transportation

Publications Section M 443.1  
Washington, D.C. 20590

The other ACs listed as free in Advisory Circular 00-2 (issued triannually) may also be obtained from the Publication Section. Advisory Circulars listed for

sale may be obtained from bookstores shown in the October 1978 article.

## Membership Statistics

As of Nov. 30, 1978

Seniors ..... 34,941  
Cadets ..... 22,963

TOTAL ..... 57,904

Change in Past 12 Months:

Seniors ..... - 1,290  
Cadets ..... - 2,944  
TOTAL ..... - 4,234

# Hilo Squadron Dedicates Hangar

HILO, Hawaii — Members of the Lyman Field Comp. Sq. (Hawaii Wing) recently held the dedication ceremony for their new squadron headquarters building.

The building is a combination hangar and office, with workshops, class rooms, communications room, operations room, as well as office space. It

also has a complete kitchen and dining area, two bathrooms with showers, and a lounge.

The vision of having their own new headquarters goes back many years, almost to when the squadron was founded some 30 years ago, said CWO Eddie Atkinson, squadron information officer. But nothing much was done until the State of Hawaii

dedicated 90,000 square feet of space at Hilo's General Lyman Airport for a CAP hangar.

That was several years ago. Then with the aid of Stan Roehrig \$30,000 was obtained from the state, which was used to buy a knocked down metal building that a Hilo company had for sale at a discount price.

Last January CAP volunteers laid the foundation for the building. Construction work was carried out under the command of Naval Reserve Commander Dante Carpenter and his Reserve Construction Battalion, called the Seabees, who put up the ironwork and roof.

That covered the squadron's airplane and, "We were on the way," said Atkinson.

Then public-spirited local contractors loaned heavy equipment so that volunteers could finish the construction project.

The building was named in honor of CWO Phillip A. Jones of the U.S. Army, a helicopter pilot in Vietnam, who had been active in youth programs.

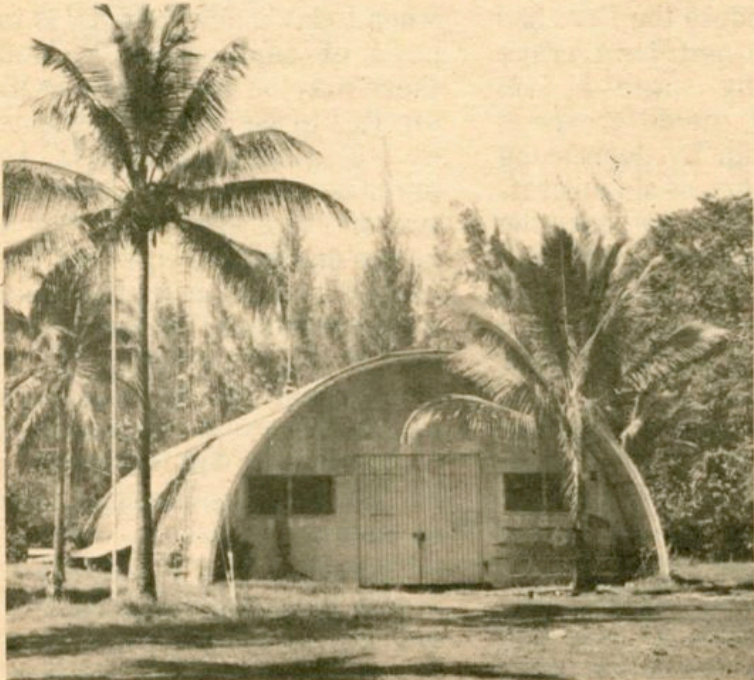
Untying of the traditional Hawaiian maile lei was done by Capt. Sam Jones, the squadron commander, Mrs. Jones and Col. H.L. Brookfield, Pacific Region commander.

The Big Island Country Band provided music for the ceremony. Squadron cadets posted the colors and the National and state anthems were played.

Guests included Col. William Baker, Hawaii Wing commander, commanders of the other Pacific Region wings and the Air Force liaison officer to the Hawaii Wing.

An awards ceremony, honoring squadron members for their achievements also took place.

After the ceremony volunteers still had to lay the carpet in the classrooms and get ready for the Tuesday meeting.



The old headquarters building of the Lyman Field Comp. Sq. (Hawaii Wing) was termite ridden and falling apart. (Photos by CWO Eddie Atkinson)



Seen while still under construction, the new building is now completed. It is 116 feet long, 60 feet wide and 20 feet high. It has hangar space for two airplanes, offices, workshops and classrooms, as well as a kitchen and lounge area.

## Letter Confirms ARRS Support

MAXWELL AFB, Ala. — In a letter to Air Force Brig. Gen. Paul E. Gardner, executive director of the Civil Air Patrol, Maj. Gen. Ralph S. Saunders, commander of the Aerospace Rescue and Recovery Service (ARRS) at Scott AFB, Ill., confirmed his full support for CAP during the national membership drive.

He said, "CAP participation in

over 70 percent of all missions controlled by the AFRCC makes your organization a critical part of our total rescue effort."

Saunders said he had sent CAP senior membership application forms and other materials to his wing commanders for use in their local areas.

He enclosed a copy of the latest copy of the command

newspaper, "Rescue Review," with an article about CAP.

Saunders concluded by saying, "I think you know how I feel about the CAP and the outstanding support you have given rescue. I hope our efforts will help in your recruiting new folks. I wish you the best of luck in your membership campaign."

## Unit Converts Trailer To Messing Facility

CHARLOTTE, N.C. — The donation of a 500-square-foot mobile home has enabled the 11th Air Rescue and Recovery Cadet Sq. in Charlotte to expand its headquarters space at Douglas Airport.

S and W Cafeterias, Inc., of

Charlotte donated the trailer, which is now being remodeled to serve as a lounge for senior members and cadets. The trailer will be connected to the existing squadron building by a patio. Conversion of the former mobile home will allow the unit to expand its supply and classroom

facilities in the present building.

Maj. Ben A. Griffin, squadron commander, called the S and W donation a "tremendous example of corporate civil spirit and interest in the varied activities of Civil Air Patrol in North Carolina."



CHANGE OF COMMAND — Col. Lee McCormick, Southeast Region commander, left, presents the Georgia state flag to Col. Philip T. McLendon, the new commander of the Georgia Wing, as Col. Sam Riley, former wing commander, looks on. Riley will become a member of the region advisory council.

**S M I L I N' JACKS**

**AERO-ASTRO ANSWERS** (74)

MISS S.S. SUE, YOU SAY SOME BOMBS ARE "SMART" AND SOME "DUMB" LIKE ME?

**NEXT**

WHAT AIRSHIP "DIRIGIBLE" WAS THE FIRST TO FLY THE ATLANTIC OCEAN?

ASKED BY LUCY GEIGER, BAYONNE, N.J.

"DUMB" BOMBS ARE GRAVITY-FALL AND ARE AIMED AT TARGET FROM ATTACK AIRCRAFT!

"SMART" BOMBS "HOBBO" ARE MOSTLY OLD "DUMB" BOMBS WITH NEW GUIDANCE DEVICES ATTACHED!

ONE TYPE HAS A T.V. CAMERA MOUNTED ON NOSE! WHEN PILOT HAS TARGET ALIGNED WITH CROSS-HAIRS ON--

--THE T.V. SCREEN IN THE COCKPIT, HE "LOCKS" MISSILE ONTO TARGET!

ANOTHER TYPE HAS A "T.V. INFRARED OR LASER" GUIDANCE DEVICE THAT HELPS THE BOMB "SEE" WHERE IT IS GOING!

**ZACK MOSLEY**

*National Commander's Comments*

# CAP Aircraft Modernization

By THOMAS C. CASADAY  
Brigadier General, CAP  
National Commander

In an effort to keep everyone in Civil Air Patrol up to date on the Aircraft Modernization Program (AMP), I would like to present some historical information on how it came about, reflect on the progress made, and project what is expected for the future.

The AMP was established by the National Executive Committee of Civil Air Patrol to meet a pressing need for modernization of the corporate fleet. For example, as recently as March 1976, only 27 percent of the fleet was newer than 10 years old. And several aircraft actually dated back to the early 1940s!

So, in June 1976, the AMP was adopted with the objective to update the entire corporate fleet through purchase of new and late model aircraft, or by



modifying and certifying excess DoD aircraft. The goal is to have all aircraft in the fleet less than 10 years old within 10 years, and if older aircraft are retained for mission requirements, have them completely rebuilt to "like new" configuration.

Now, 2½ years into this successful program shows that 34 percent of the fleet is now less than 10 years old, and we have reduced by one-half the number of aircraft that were manufactured prior to 1950! This was achieved even though 90 aircraft "aged" past the 10-year mark during the time-span.

How was this achieved? By astute buying of newer aircraft and by a well-structured rebuilding and certification program for excess DOD aircraft. All of this activity is being financed by the sale of excess DoD aircraft and the older model civilian aircraft.

It costs between \$10,000-\$32,000 to convert the various excess DOD aircraft (U-1A Beaver, U-6 Otter, T-41, T-34 and U-10 Helio Courier) to the civilian configuration, while it

costs between \$19,000-\$30,000 to purchase a suitable late-model or new aircraft. These costs make it impractical to actually assign new aircraft to a particular wing on a one-to-one basis. And the average cost of aircraft to update the fleet has actually exceeded the average sale price by some \$1,500. Consequently, the difference is being made up by decreasing the total number of old aircraft by approximately 100, over the life of the program. In the end, Civil Air Patrol will have a much more modern and more capable fleet of aircraft to perform the mission.

It is important to remember that Civil Air Patrol fleet modernization must be paid for by a sale, trade-in, cash, or any combination thereof.

Wearing your "CAP blue suit," you should be proud to know that in the event your wing's aircraft was sold for some \$5,000 more than it cost to replace it, that extra cash helped to make up the difference for another wing which had an aircraft of lesser value worth \$5,000 less than replacement costs. We're real-

ly all pulling together for the good of the whole in this ambitious program!

But one last thought: How are we going to continue to keep the Civil Air Patrol fleet modern 10 years from now when today's new 1978 XP is in need of replacement? (And there may be few excess DOD aircraft to use as replacements or to generate funds to purchase new aircraft.) Selling two or more aircraft to buy a newer one would work, but the overall reduction in the fleet would eventually cut too deeply into mission capability. It is evident that the AMP must be a **continuing**, well-planned program, or it will become just another stop-gap measure with no lasting effect.

The entire CAP aircraft fleet is now more modern than ever and getting better! If you want to continue this trend, we must make plans NOW for what needs to be done five, 10 and 15 years from now. Think about it. You'll be hearing much more about the Civil Air Patrol's Aircraft Modernization Program in the months and years ahead!

## 'Why I Joined The Civil Air Patrol'

By Capt. DOROTHY EDWARD  
Virgin Islands Comp. Sq.  
Puerto Rico Wing

In November 1974 on the island of St. Thomas in the Virgin Islands, there was a heavy flood alert. There had been three days of heavy rain as a result of a

tropical wave depression in the vicinity.

The Queen Louise Home for the Aged in St. Thomas, where I am employed as a supervisor of health service, had a fire around 9 a.m. A call went out to Civil Defense to assist in the evacuation and transportation of aged

patients.

Civil Defense, the National Guard and Civil Air Patrol responded. Our patients were evacuated and transported to Lime Tree Beach Hotel in St. Thomas. The Guardsmen left after they saw that everything was under control, but the Civil

Air Patrol cadets remained until after midnight to serve coffee and sandwiches to the patients.

I was quite impressed with the squadron and attended the ceremony during Civil Air Patrol Week when the Department of Social Welfare of the Virgin Islands presented a certificate of appreciation to the squadron. It was at this time that I became more familiar with the squadron and I decided to join the unit when I heard

their plea for senior members to join.

In January 1975 I joined the squadron and became the first aid instructor. Later I became the senior programs officer. In March 1978 I was chosen by the staff members of the squadron to be commander. Since taking command, I am doing my best with the assistance of other senior members to make the squadron the best in the CAP organization.



**NEW ADDITION** — SM Bill MacIntyre, commander of the Gloucester Point Sr. Sq. (Virginia Wing) stands by the L-19 Bird Dog aircraft that he and other squadron members repainted and equipped for search and rescue work. The aircraft was acquired from the Army aeroclub at the Aberdeen Proving Ground in Maryland by the Virginia Wing and assigned to the squadron. It is now equipped with civilian radios, a CAP communications system and direction finding equipment for emergency locator transmitters.



## CIVIL AIR PATROL NEWS

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Executive Director ..... Brig. Gen. Paul E. Gardner, USAF  
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# CAP History Feature Of Air Force Museum

WRIGHT-PATTERSON AFB, Ohio — In an out-of-the-way alcove on a kind of mezzanine here at the Air Force Museum, you will find Civil Air Patrol's display, or the main part of it.

Located nearby is another part — a completely restored Piper J-3 "Cub" airplane suspended from the ceiling over the main floor of the museum. The plane proudly wears its World War II-type CAP insignia, numbers and yellow paint.

Hundreds of Civil Air Patrol members come to the museum each year, to wander through its corridors, marvelling at the approximately 130 old aircraft and missiles, and reading the plaques and descriptions of the exhibits. They stop and examine the hundreds of odds and ends of military aviation equipment, everything from bombsights to band instruments, and move on, overwhelmed by the variety.

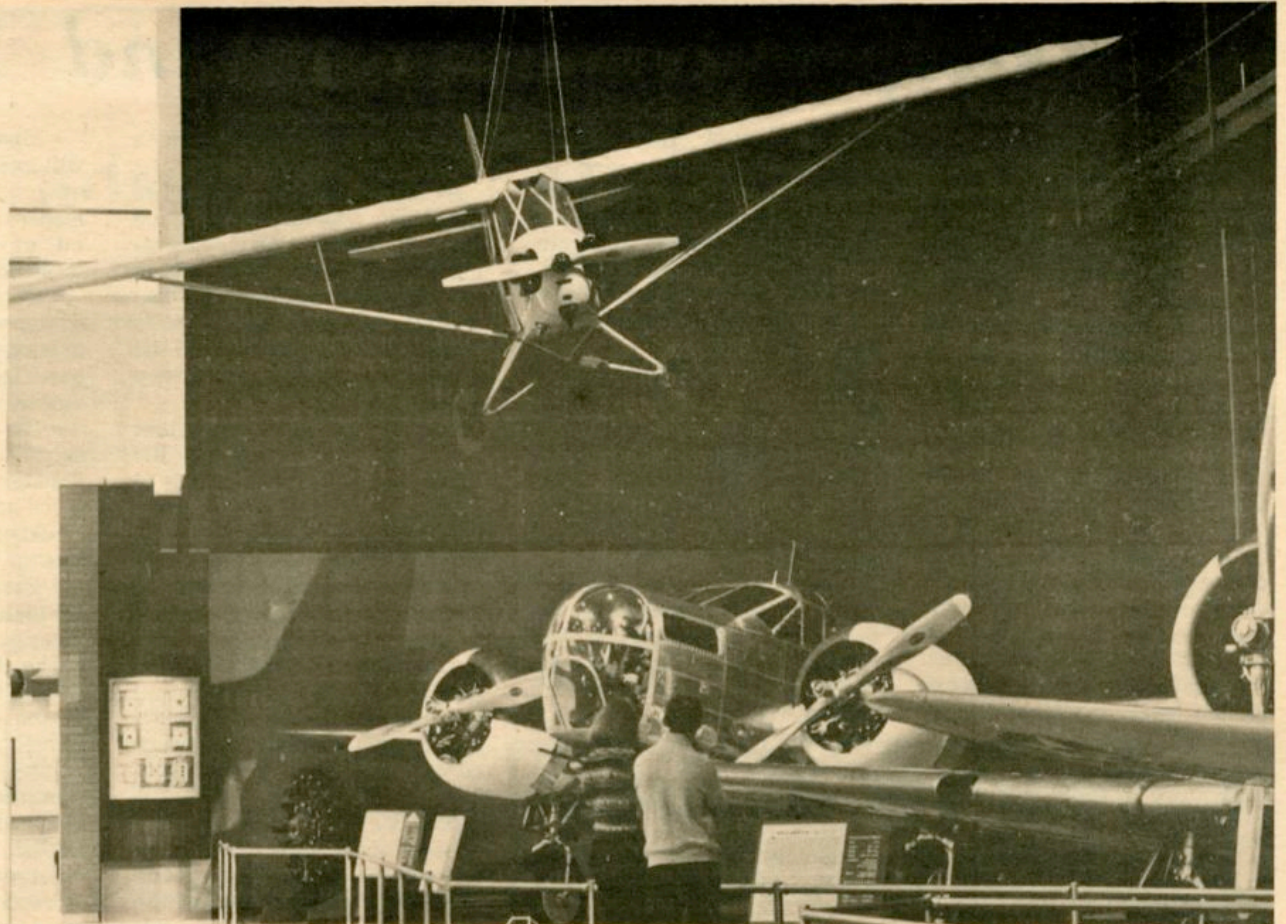
There is so much of it, in fact, that the mind cannot really comprehend it all. There are so many aircraft that there is not room to display them all in the present building. Some are on display in another building approximately one-quarter mile away.

They also come to see the Civil Air Patrol exhibit. The members are proud of their organization, proud of its history, proud of its accomplishments, proud to be a part of it. So they look forward to seeing the CAP part of the museum and seek it out. Then they stand and stare at it, walk around it, and read the wording.

In addition to the little yellow airplane, the Civil Air Patrol exhibit consists of a display stand or island which is 8 feet long, 32 inches wide and 7 feet high. On one side of this module are mounted historic photographs of CAP activities. On the other side is CAP's "Hall of Honor" — a series of bas-relief sculptures which honor the men and women who were instrumental in founding Civil Air Patrol or in its development over the years. The two narrow ends of the display consist of glassed-in cases holding two old uniforms and some miscellaneous items.

Visitors find it interesting but, for many, there is a feeling of having been let down. Somehow, it doesn't quite measure up to what they had expected. "I was disappointed," some may say. "Why don't they jazz up the display," others may ask. Still others will add, "The uniforms are wrong," or, "The ribbons are not correct."

Museum personnel are sort of hurt by these remarks, but maybe the CAP members' feeling are natural. They have been so educated in Civil Air Patrol's ac-



**PIPER CUB** — World War II Civil Air Patrol aircraft is suspended over main display area at the Air Force Museum.

complishments, especially in World War II, and the years since that they expect to find the organization's history reflected to a much greater degree in the display.

Probably the feeling is a kind of psychological reaction to the mass of Air Force items on display in the museum. After seeing this endless array of Air Force memorabilia, the CAP display seems small and inconsequential. But, there could be more CAP items on display.

So, why doesn't the Air Force museum display more CAP items? Is that all there is? Unfortunately, at present, that's the way it is. There isn't any more to show. But even though it is the Air Force Museum, devoted to Air Force history, museum personnel want to give more space to a CAP display — if there were anything to display.

And that is where you come in. The museum will never have any more Civil Air Patrol memorabilia to put on display until CAP members donate suitable items to the museum.

Do you have any such items in your attic? Stored away in an old trunk? Treasured items you meant to keep as long as you live? If so, you may, by keeping them, be depriving other members of Civil Air Patrol and the general public of an opportunity to see them and learn more about this organization.

But do not rush out and mail them to the museum!

If you have any such items related to Civil Air Patrol history, you should first find out if the museum can use them. Any suggestions, items, photos, artifacts, or personal memorabilia should first be offered in writing to determine the museum's interest.

Address your letter, offering the items, to:

Mr. Royal D. Frey, Curator  
USAF Museum

Wright-Patterson AFB, Ohio 45433.

What the museum is really looking for are personal kinds of items that can be related to a historic date, time and place. These items make for a much more interesting exhibit than simply showing a uniform, a tech order or a manual.

Donors in the past have given items from an aircraft used on an historic mission, a set of orders related to an important event, a photograph taken at an opportune historic moment, etc. Documentation of items offered to the museum are important.

If you have any such items you would like to donate to the museum, describe them fully in your letter, their date, the occasion they were used, etc. And, to repeat: Don't mail anything to the museum (except your letter) until it is asked for!

And if you do end up donating an interesting item to the museum, don't expect to run up next week and see it on display. It takes a considerable amount of time, planning, development and manpower to bring an interesting exhibit into being, according to museum personnel, sometimes up to five years.

In the final analysis, the only way to "jazz up" the CAP display at the Air Force Museum is for CAP members to come up with meaningful artifacts they are willing to donate. Do you have any such items?

Only you can help!



**CAP DISPLAY** — Side and one end of CAP display at the Air Force Museum. The other end contains a glass case similar to the one shown.



**HALL OF HONOR** — The other side of the display module holds CAP's "Hall of Honor." The display module is 8 feet long, 32 inches wide and 7 feet high.

# NEC Adopts Updated Ground Team Policy

By ROBERT J. MATTSON  
Lt. Col., USAF  
Chief, SAR Activities

The search and rescue mission is not over until the rescue is complete, but how many survivors of crashed aircraft are rescued using CAP aircraft. In virtually every instance, some ground team must make contact with the survivors on the ground.

Recent experience has shown that CAP ground teams also be excellent search teams. More than 60 percent of aircraft crashes have poor weather as a contributing factor, and this poor weather hinders our air-borne search efforts. In addition to weather problems, dense ground cover and other factors

reduce aircrew search effectiveness.

Frequently a ground team must react quickly, at night and in marginal weather to locate, assist and rescue the survivors. An excellent example of this is the airliner crash in Colorado in early December 1978.

Air search was impossible and ground teams on tracked vehicles located the crash site using held ELT direction finding equipment. CAP ground teams joined forces with other ground units and were credited with 21 saves. (See news story, page 1) Without a properly trained, equipped and available ground team, we can perform less than one-half of our volunteer SAR missions. Every CAP air search unit should have an excellent

working relationship with a qualified ground team.

At its meeting in December the NEC adopted an updated Civil Air Patrol policy concerning ground teams. The reason for detailing CAP policy concerning ground teams is to emphasize the importance of the ground team to our emergency services mission.

One of the more important policy statements stresses the need for CAP ground teams to work closely with the properly constituted authorities responsible for search and rescue and disaster relief. The governing body of CAP acknowledges that many other agencies and organizations are responsible for and involved with ground operations. All CAP air, ground and communications must work closely with these other agencies.

Basically, the policy statements reinforce the recognition of the CAP ground team as a full partner on the emergency services team. Air operations, communications, mission planning and operations are all essential to prosecute effectively an emergency services mission.

Other specific points made in the corporate policy statement concerning ground teams are:

- Ground operations officers will be appointed on the same level as flight operations officers;

- Corporate, wing and unit support for the ground teams will be directed toward assisting the ground team in securing the personnel and equipment needed to perform their life-saving mission;

- Ground teams will conform to performance standards established by CAP and local agencies responsible for search and rescue;

- Senior members and cadets may participate in the ground team program. Both will be required to meet the same performance standards;

- Mission coordinators (MC) will exercise operational control over all CAP forces. Team leaders will keep the MC informed of their location and operations;

- Each team member will be equipped and prepared to spend at least 24 hours in the field when participating in emergency service missions;

- Ground team members should complete the Red Cross Standard First Aid Course or a more advanced state or federally certified emergency medical treatment course.

- The full list of policies will be included in emergency services manuals.

The federal government is consolidating the disaster relief agencies into one Federal Emergency Management Agency (FEMA). With the reorganization of the federal agencies, there is a move to establish a local and national emergency services system able to respond to all hazards, from local emergencies to nuclear attack. Civil Air Patrol has much to offer and can expect an expanded role in disaster relief and civil defense.

Preliminary contact with personnel involved with establishing FEMA indicates a strong interest in using CAP air, ground and communications units for damage assessment and implementing crises relocation plans, as well as performing disaster relief activities. There will

be a growing need for trained ground personnel to assist in the relocation of personnel from our cities when threatened by nuclear attack. CAP is working with FEMA personnel and with the major air commands to determine exactly which missions CAP can best perform in time of war.

If CAP is going to be actively involved in emergency services, well-trained and properly equipped air and ground units must be available for a wide range of peacetime and wartime missions.

## Hillsboro Seniors Tour Tampa Control Tower

TAMPA, Fla. — Members of Hillsboro 1 Sr. Sq. (Florida Wing) toured the control tower at Tampa International Airport. The tour included a briefing and a discussion of the radar control room by controller Ron Levesque.

Levesque showed how the scopes were used to track aircraft in the sector.

The tour concluded with two films showing controllers working with airline pilots and general aviation pilots.

## New York Group Hosts Canadians

ROSLYN, N.Y. — Members of the Nassau County Group (New York Wing) recently had the opportunity of comparing their lifestyle with that of another cadet group when they played hosts to Squadron 735 of the Royal Canadian Air Cadets.

The Canadian guests and their hosts were taken on a tour of New York City where they visited the Statue of Liberty and the World Trade Center, said 2nd Lt. Richard A. Calma, group in-

formation officer.

The final activity of the visit was a military ball prepared especially for the Canadian visitors. The Canadians presented a plaque with the American and Canadian flags and the group and squadron patches. It was handmade in needlepoint by the mother of one of the Canadian girls.

In the spring the Canadian squadron will host cadets from the Nassau Group.

## CAP: It's Deductible

If you've been poring over your financial records for 1978, getting ready to submit your Federal Income Tax, it is time to consider your contributions to Civil Air Patrol.

Many members apparently are still not aware that this organization qualifies as a legitimate benevolent corporation. The Internal Revenue Service has granted CAP income tax exempt status since 1947 so that contributions to CAP can be made and deducted from personal and corporate income in computing taxable income.

These deductions include cash gifts, donations of properties, dues, unreimbursed expenses made incident to rendering service to Civil Air Patrol, unreimbursed overnight travel expenses away from home, unreimbursed transportation costs, repair and maintenance of uniforms and insignia.

Other deductible expenses are rental of aircraft for CAP functions, both usage and fuel/oil; also for use in cadet orientation rides; and registration fees at CAP functions.

But before you start knocking these gifts and expenses off Schedule A of your Form 1040, make sure that you have the necessary records to support your deduction. These records can take many forms, ranging from cancelled checks and receipts to documents showing the transfer of real property to the Civil Air Patrol Corporation. All records, including those of other deductions claimed, should be retained at least five years — just in case the Internal Revenue Service (IRS) should decide to audit your account.

But what if you neglected to keep such records during 1978? Well, that's water over the dam. But it is not too early to start planning ahead for next year when you submit your 1979 tax return.

One of the easiest ways to maintain such records is to start a folder on all your CAP expenses. This can be as simple as a brown manila envelope in which you can file away your cancelled checks, receipts and documents to support your claim next year.

It is always wise to keep a running account of these expenses, including the date, what it went for, and any other memory joggers that will remind you why you spent \$10 for a hotel in Minneapolis or \$20 for the repair of your unit motion picture projector. Don't overlook your official CAP orders. They are an invaluable reference as well as good supporting documents.

A gift to Civil Air Patrol falls in the same category as donations to churches, tax-exempt education organizations, exempt hospitals, or a number of other charitable organizations. Donations made in this category may be deducted up to 50 percent of the taxpayer's adjusted gross income.

These contributions are entered on Schedule A of your Form 1040 and are allowed only in the year of actual payment, whether the taxpayer is on the cash or accrual basis and regardless of when the amount is pledged. To be deductible, the contribution must be made by the taxpayer. In other words, you can't claim junior's cadet uniform and expenses though you can claim mama's if she is an active CAP member and you are filing jointly.

When a personal automobile is used on CAP activities, actual expenditures for the use can be deducted, or you may claim seven cents per mile driven plus parking fees and tolls in lieu of actual expenses. In either case, make sure you have the records to back your claim.

Some items you may not claim: value of services donated, depreciation, repair of private property damaged on CAP activity (although it may qualify as a casualty loss), proportionate cost of repair and maintenance of private property used jointly on CAP activities, personal entertainment and hospital and medical expenses of injuries sustained in CAP activities. The latter may qualify as a medical expense deduction, however.

These are just a few simple hints about the tax advantages available to you when you give your support to Civil Air Patrol. For more detailed information, be sure to consult your attorney, income tax counsellor or a representative of the IRS.

You can save money and support a worthy cause by giving to Civil Air Patrol. Just remember:

- Make sure they are valid deductions;
- Keep supporting records and documents.
- Consult your attorney, tax advisor or IRS representative.

## Apply Now For IACE Next Year

MAXWELL AFB, Ala. — The National Commander invites all eligible cadets and senior members to apply for the International Air Cadet Exchange (IACE). The 1979 IACE will take place from July 22 to Aug. 9, 1979.

Cadets and escorts from 13 countries will participate. The countries are Austria, Belgium, Canada, France, Germany, Great Britain, Israel, the Netherlands, Norway, Portugal,

Spain, Sweden and Switzerland.

How do you qualify for IACE? The following is the criteria established for cadet participants:

1. Age is 17-20 during the period of the exchange.
2. Earhart Award winner as shown on the membership list.
3. Approved by squadron, wing and region commanders.
4. Never have participated in IACE before.

5. Be available for the 19 days required.

6. Requirement to spend \$250-\$400 for IACE uniforms and incidentals.

Escort applicants must meet the criteria outlined in CAPM 50-16, Chapter 17.

If you qualify and wish to participate in the 1979 IACE, please clip the coupon below and mail it, postmarked no later than Jan. 15, 1979.

Mail to: HQ. CAP-USAF/TTHS  
Maxwell AFB, Ala. 36112

Please send APPLICATION PACKAGE for 1979 IACE  
for ( ) Escort ( ) Cadet to:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# TIN BOARD

## letin Cont'd

thing that is happening in his or her own unit but what is being planned as well. That is, the to know how each member is progressing in the unit and their present involvement in the pro- as who is being promoted, who is scheduled to receive an award, what activities are being e next week, and everything that is of some significance to the organization.

informed, however, is only one of the many functions that the unit IO needs to perform. Be- e information is received, the IO has to decide whether such information should be trans- local media; whether such dissemination should be made to newspapers, radio, TV, or the wire er the local media should be invited to get the information directly or news releases need to whether photographs need to be included, and whether such information be sent out immedi- d back for distribution at a later time.

ies, then, that for an Information Officer to be effective, he or she should be highly informed ppening within the unit and be able to get it out into the community in an effective manner.

next time you want your unit IO to get information out to the local media, make sure you icated all the information which is needed to do an effective job and such information is l early enough to permit its transmittal to the local media at the right time and in the right er yet, if you are a unit commander, make sure everybody in the unit is also aware what it unit IO to do an effective job. Good IO work is, after all, a matter of teamwork. And team- he Civil Air Patrol is all about!

-- Borrowed from Peninsula Group 2  
(California Wing) "Flyer"

IO

ON NEWSLETTERS. For a long time, we at National Headquarters/OII have been trying to dron information officers (and those at group and wing level) to publish a unit newsletter for their own members -- on a regular basis. We are gratified to note that our mission has been and we are receiving more of them than ever for our review.

re not publishing a newsletter for your own squadron (or group or wing), start one now. is quite as effective for keeping your own members informed and aware of what is going on -- a good one.

ot have to be elaborate to be effective and you do not have to be a newspaper reporter or ed- one. A simple, cleanly printed page or two, filled with news, is the most effective kind.

ur newsletter, single-space (NOT double -- that is a waste of space). DO NOT TYPE IN ALL TTERS LIKE THIS. (That is too hard to read and people will simply throw it aside.) Use the paper, if at all possible. (Paper is getting more and more expensive and harder to get. ne side of the paper is a waste of paper.) Don't waste space and time on "cutie pie" little toons (same reason as above). Fill the space with news. Publish your newsletter on a reg- least once a month, but once a week if possible.

Send a copy of your newsletter to: HQ CAP-USAF/OII, Maxwell AFB AL 36112, WHEN IT ED (not six months from now). If you do, it will help your wing gain points in the WEEP. OII

L MAIL. From time to time, the Office of Information at National Headquarters receives ports, or other correspondence, sent by Special Delivery or Registered Mail.

ce is: DON'T DO IT!!

il will not reach this office one single minute sooner. In fact, sending mail this way slows

nd your correspondence by Registered Mail, you will, of course, know that it got here -- but nger. If you send it Special Delivery, you have wasted your money since there is no Special ce on military bases (such as Maxwell AFB). OII

ATION  
D REVISED CAP PUBLICATIONS.

P 66, "National Cadet Competition," December 1978. Supersedes CAPP 66, "National Cadet " May 1975.

P 265-3, "Values for Living," 1 November 1978.

DA

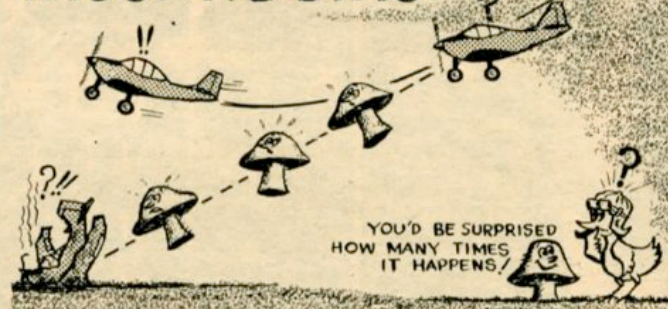
EXECUTIVE DIRECTOR

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E U. S. AIR FORCE -- THE AEROSPACE TEAM

## SAFETY CORNER

### TRUSTY MUSHROOMS



#### WHO DO YOU TRUST?

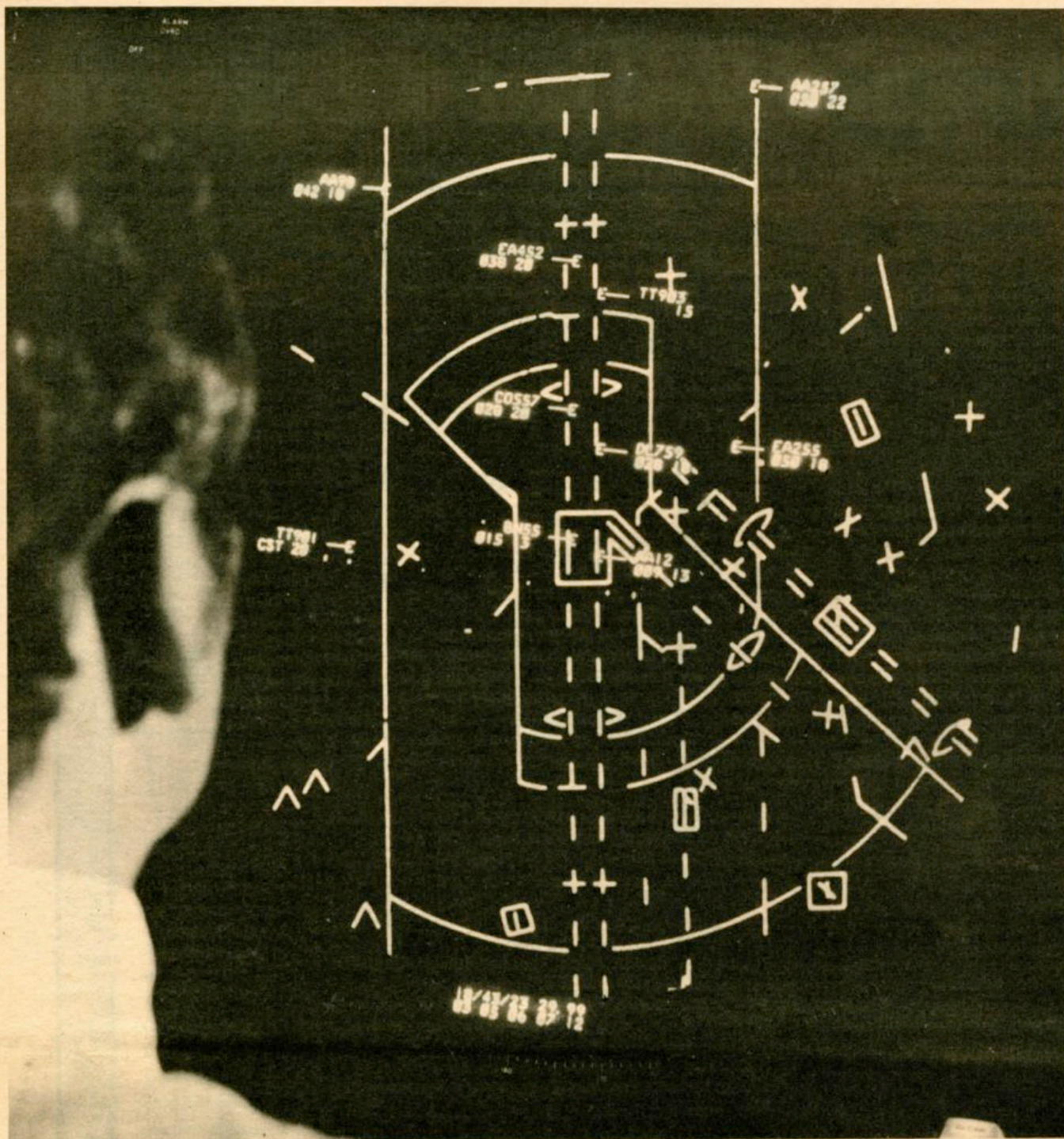
A few of you older types may recall an old TV game show called "Who Do You Trust?" The contestant had to decide whether to trust his own judgement or rely on that of his partner. Benefits derived depended entirely upon the judgement of the contestant. Flying is like that, especially if you are flying with someone you don't know and, oftentimes, when you fly with someone you know. I learned early in my career to question the ability of (and to watch very, very closely) anyone who brags about their pilot skills. As a result of a few bad experiences with some pilots and perhaps from many hours as an instructor I ALWAYS guard the controls during critical phases of flight and will not/do not hesitate to take control of the aircraft if the situation warrants. It is utterly inconceivable to me that a pilot will sit idly by and allow another pilot to put the aircraft in an untenable position -- and yet, it happens all too often. There are mishaps on record where pilots sat like mushrooms while their fellow pilot flew the bird into the ground short of the runway, even though the bad approach was noted long beforehand and a safe recovery could have been made. There is a moral here, who do you trust? My answer is "NO ONE. DON'T BE A MUSHROOM"! If something is going wrong, don't just watch it happen -- do something! It may be nothing more than telling the other pilot that a problem is developing. As in the TV game show, your "reward" depends on your judgement.

(A modified article reprinted from "Food for Thought."  
HQ ATC, Randolph AFB, TX, October 1978)

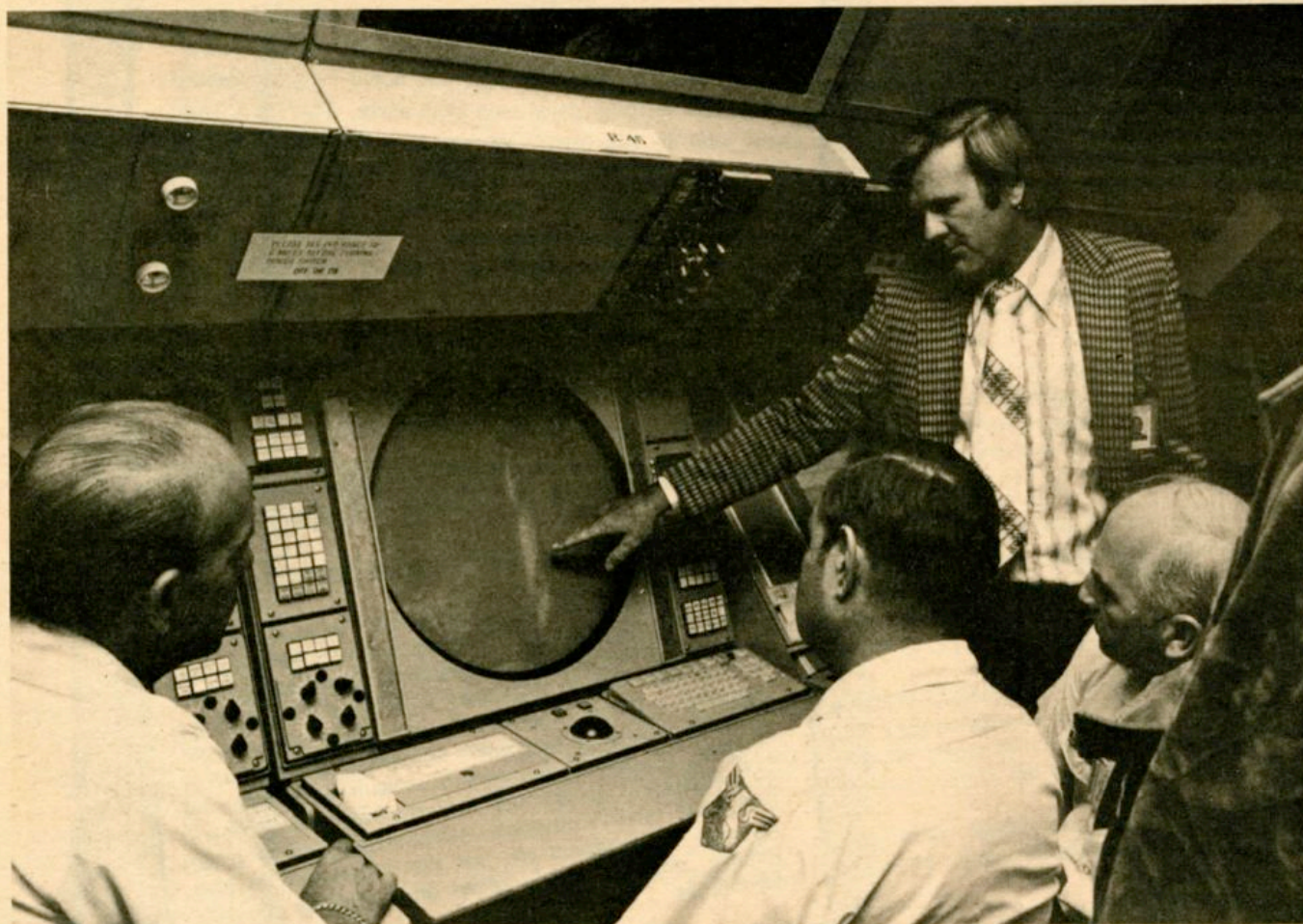
#### EMERGENCY SERVICES INVENTORY

WEEP Item 11 requests an annual inventory of emergency services personnel and equipment. To help you perform this inventory, simple worksheets were developed and sent to each unit on 10 January 1979 (allow a few days for delivery). Please complete the worksheets and forward them to your wing emergency services officer as soon as possible. A current inventory of mission ready personnel and equipment is essential for effective prosecution of emergency services missions. Additionally, your wing and National Headquarters can use the information to plan training programs and to advise other agencies of CAP's capabilities.

DOSS



**RADARSCOPE** — This FAA radarscope shows transponder discreet squawk codes. Such data tells a radar controller who you are, where you are and what altitude you are flying. All the pilot needs to do is turn on the transponder switch and ask the controller for radar advisories.



**HIGH SPEED PRINTER** — Don Chaffee, a data systems specialist at the Los Angeles Air Route Traffic Control Center in Palmdale, Calif., right, explains the high speed printer equipment on which Interim Track Analysis Program (ITAP) data is displayed to members of the California Wing staff during a recent tour of the FAA facilities.

# CAP-FAA

BY BARBARA ABELS  
Federal Aviation Administration  
Western Region

There was an air of excitement aboard the Piper Cherokee as it lifted off from Santa Monica Airport en route to Las Vegas. The two young couples had been looking forward to their holiday for many months. Little did they guess that fate would intervene and, instead of challenging Lady Luck at the dice tables, they would be the subjects of a massive search and rescue operation involving many public agencies — but chief among them the Civil Air Patrol and the Federal Aviation Administration (FAA). The relationship between the CAP and the FAA is a close and lasting one — but, meanwhile, back to our story....

When the Cherokee failed to arrive at its destination, friends in Las Vegas contacted the FAA Flight Service Station (FSS). The FSS began the search by determining that the pilot had filed a flight plan and checking back along the proposed flight route for possible stopping points. When contacting these airports produced negative results, the FSS notified the Air Force Rescue Coordination Center (AFRCC) at Scott AFB, Ill., which then alerted the California Wing.

CAP mission coordinators, working closely with FAA Data Systems specialists at Los Angeles Air Route Traffic Control Center, discovered that, not only did the Cherokee pilot have a working emergency locator transmitter (ELT), but he had received a discreet transponder code from FAA controllers. This was good news. It allowed the Interim Track Analysis Program (ITAP) to be used. This procedure makes use of computer stored radar data to trace the path of an aircraft. The technique is most effective if the aircraft is equipped with an activated transponder and squawking a discreet code given by a controller. Use of the ITAP program in the Western Region has enabled many a CAP mission search pilot to quickly zero in on the probable location of a downed aircraft.

The occupants of the lost Cherokee were lucky this time. The aircraft was spotted in a canyon by a searching CAP aircraft and the local authorities notified. The Las Vegas-bound party is alive today, thanks to the cooperative and concentrated efforts of CAP and FAA.

## CAP Works With FAA

CAP mission coordinators work very closely with FAA Center specialists in utilizing ITAP. Both Los Angeles and Oakland Centers have held several meetings with California Wing SAR people, giving briefings and conducting tours throughout the Centers.

CAP is well aware of the contributions of the FAA Western Region. Last year, the California Wing and the U.S. Air Force Aerospace Rescue and Recovery Service (ARRS) presented the FAA Western Region Headquarters with a plaque and citation "for outstanding contributions in perfecting the use of computer stored radar tapes as a significant aid in locating missing aircraft in air search operations within the Western Region area, and continued support to expand this capability by the USAF Inland SAR Area."

Contrary to what some may think, little planes are NOT constantly getting lost or falling out of the sky in California. It could look that way to someone unaware that not only does California now have the highest population in the nation (reported to be 21.9 million), it also has more general aviation aircraft than any other state. It is a fact that aviation activity is extremely heavy in the sunshine state.

In 1977 general aviation aircraft carried 180 million passengers — California has almost 17 percent of all general aviation aircraft, 13 percent of all pilots, eight percent of all airports, and averages 16 percent of all search and rescue hours flown. Of the 10 busiest airports in the United States, six of those airports are in

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# A: A Marriage That Works

and five of those are in Southern California (Orange County, Van Nuys, Long Beach, Torrance and Los Angeles). The sixth is in San Jose.

Wonder, then, that there is so much involvement in the FAA Western Region which covers the three states of California, Nevada and Arizona.

Search and rescue is only one facet of the marriage. It is, in fact, rare to find a part of the FAA that is not involved in some way with the activities of the Civil Air Patrol. With our identical missions of aviation safety and the fostering of civil aviation, it is inevitable that our paths continually cross and merge.

CAP pilots have taken advantage of the briefing sessions offered by FAA air traffic facilities in Operation Rain Check, a 12-hour course in the principles of air traffic control which is offered to all general aviation pilots at Los Angeles Center alone, the course was so popular that 28 search and rescue pilots from CAP Squadron 129 in San Jose, Calif., had to wait over three months for a place in the available class. It is rare to find an air traffic facility that has not had some involvement with the Civil Air Patrol.

FAA Flight Standards Division is especially involved with CAP pilots in airmen certification, pilot education meetings and the accident prevention program. Chuck Johnson, accident prevention specialist at San Jose, is a flight standards person who works closely with CAP. Johnson received a special award from the CAP California Wing conference in 1978 for his assistance to CAP. Standards personnel also frequently provide check rides to CAP mission pilots to upgrade qualifications or to maintain currency. Where possible, CAP cadets accompany FAA accident investigation teams to assist in crowd control and frequently assist in setting up pilot safety meetings.

Cadets help the FAA specialist with the time-consuming details of such accidents and the cadets themselves also learn about aviation safety from the FAA and by having personal contact with the FAA.

## Cadets Conduct Survey

And again in 1975, CAP cadets proved their worth, both to the FAA and to their communities. CAP was asked to assist the FAA in conducting a nationwide survey of general aviation and aircraft activity. CAP accepted the challenge and CAP cadets throughout the country assisted in gathering data which proved the FAA and to the aviation community. In recognition of this service, the FAA gave CAP the presentation of FAA's highest award — the Distinguished Service Award!

For the year — 1978 — FAA has again asked for assistance with a similar general aviation survey, and, as in the past, CAP cadets performed their duties.

Involved interviewing general aviation pilots at some 300 airports across the country, gathering aircraft-pilot activity information, recording aircraft and pilot profiles and developing new profiles.

Instead of counting airport traffic to indicate airport traffic density by airport. The results will be used for determining traffic density between airports and for total general aviation operations. CAP cadets participated in this survey.

Use of aircraft is, of course, vital to the activities. Many CAP pilots use their aircraft, but some of the equipment is provided by the Air Force. These aircraft must be certificated for civilian use. In this the FAA Western Region Aircraft Inspection Division lends CAP a hand. Alan Johnson, aviation safety inspector with the Los

Angeles Aircraft Engineering District Office, is one of the FAA people CAP personnel call on when they need certification help. Griggs recently returned from a trip to Tucson where he inspected an Air Force aircraft donated to CAP. Thanks to Griggs' efforts, the aircraft now boasts an airworthiness certificate in its cockpit.

## Aerospace Education

The aerospace education program is a big part of the CAP mission — and also an on-going function of the FAA. The Western Region of FAA has designated 23 aviation education specialists to carry out the mandate from Congress under Public Law 94-353. The Regional Public Affairs Office and these specialists have distributed many thousands of pieces of literature to Civil Air Patrol for use in their CAP-sponsored aviation/aerospace education workshops for teachers and school administrators.

In addition, the FAA has participated in these workshops offering assistance and guidelines in setting up aerospace education programs in local school districts and CAP units. It is rare for CAP to conduct a workshop program without inviting FAA personnel to take a part. A mutual admiration society? No, just mutual dedication toward common goals of fostering civil aviation and contributing toward the development of America's youth.

In the CAP/FAA marriage, as in any relationship, it is the people who make it work. From the earliest lighthouse service days, FAA personnel have also given a full share of their time and talents to assist lost or downed airmen and to aid in the search and rescue of others lost or in distress. Since the beginnings of Civil Air Patrol, CAP/FAA personnel have volunteered to fly with the CAP as pilots and observers, or to work as radio operators and members of the various ground support units.

## Personal Involvement

For some FAA people, involvement with CAP is on a more personal basis. Take the story of Ken Shake, now assistant public affairs officer with the FAA Northwest Region in Seattle. In the years following World War II, Shake was a flight service station specialist at Prescott, Ariz., and also commanding officer of CAP's Yavapai Group. In those days, personnel of the Prescott FSS were the operating backbone of the CAP's search and rescue activities in north central Arizona.

Serving the mile-high city of Prescott, the municipal airport was the operating base for the Prescott CAP Squadron and is home of the FAA's Prescott FSS. Lt. Col. Ken Shake, CAP, remembers how it was during the winter of 1952 when Operation Snowbound was enacted.

In Shake's own words, "Storm warnings were being broadcast as hundreds of eager, red-shirted nimrods scattered out through the timbered Arizona highlands from the Tonto Basin of Zane Grey fame, along the rugged Mogollon Rim to the high San Francisco Peaks near Flagstaff. The opening day of the elk hunting season, Nov. 15, 1952, saw the start of an early winter storm that unexpectedly dumped more than 30 inches of heavy, wet snow on hunters' camps, trapping more than 1,000 hunters and signaling the start of Operation Snowbound — a massive search and rescue operation by Arizona Wing and Prescott Squadron. Five men lost their lives...but 200 persons were either rescued or directly assisted by the CAP aircraft that flew 121 flight hours on 53 search missions from the airports of Winslow and Prescott."

Shake was the leader of a team of FAA employees who devoted hundreds of hours of volunteer efforts to help rescue the lost hunters. The Prescott CAP team consisted of 25 men and women, including six FAA personnel of the Prescott FSS. Among them were former FSS chief Al Potter, Leonard Jacobs, Ben Dillon, George Day and Earl "Ed" Dunahay. Shake's wife, Doris, operated the CAP Group's base

radio station when she was not flying as a CAP observer in one of the search aircraft.

Later, for his role in Operation Snowbound and for leading the search and rescue activities of CAP in northern Arizona from December 1948 until December 1953, Shake was awarded the CAP's Exceptional Service Medal.

Milford Posson, Aviation Safety Inspector at the FAA Van Nuys (Calif.) General Aviation District office, remembers how it was in the very early days of CAP. He was an aircraft mechanic during the CAP Coastal Patrol 21 from June to August 1943, holding the grade of master sergeant. Those were the days when Nazi U-boats were invading our inshore waters and CAP pilots took on the task of discouraging them. There were 67 men and eight women at CAPCP 21. Their former occupations included undertaker, tobacco salesman, furniture merchant, carpenters, plumbers, artist, photographer, liquor salesman, photo-engraver, accountant, policeman, lawyer, electrician, doctor, oil burner maintenance expert, and garage mechanics. They were old and young, rich and poor. "Flying Minutemen" they were called, but because of strict military secrecy, few Americans knew the extent to which their lives were being protected by the CAP Coastal Patrol.

But — Posson was there — and he remembers. "I was only a mechanic, but glad to have had a part in CAP operations during that critical period."

Edward Deziel, retired FAA employee now living in Las Vegas, was a member of CAP while assigned as chief of the Salinas facility in the 1950s, and flew on many official SAR exercises as a command pilot. Deziel was also credited with one save for locating and circling over a man lying face down 200 yards off Moss Landing Beach in California, thus enabling the sheriff's department to rescue the victim.

## Two Tower Chiefs

Paul Schultz, now FAA tower chief at Fresno, Calif., has been active with CAP as a search pilot and has participated in many search and rescue missions throughout central California.

Robert Lewis, air traffic control specialist at the Phoenix FSS, has his own story to tell. "I joined CAP as a cadet in January 1946. I was issued the Exceptional Service Award in 1947 for work on the Vanport Flood at Portland, Ore. As a cadet I was chosen in 1949 for an exchange program and was sent to France for glider training in the French Alps, and soloed in a World War II German glider. I am a lieutenant colonel and have held positions at squadron level up to commander, at group level, and I spent three years in Nevada Wing as deputy of material. I have been a member of Oregon, Washington, Montana, Wyoming, Idaho and Nevada Wings, and I am now in Group 2 of the Arizona Wing. I am a senior pilot and have over 350 search and rescue missions and have been mission coordinator on three large air searches in Nevada. In 1966, I attended the FAA/CAP pilot standardization course at the FAA Flight Standards School in Oklahoma City. I now have a Cessna 195 that I use on search and rescue flights."

Mike Wandrick, chief of the Orange County Tower in Santa Ana, Calif., was an officer/pilot in the Pueblo, Colo., CAP in the 1950s and taught air navigation to cadets. The FAA recognizes that the cadet program — the encouragement and development of leadership qualities in America's youth — is a very important part of the CAP/FAA mission, and FAA flight service station personnel frequently offer their time and talents for this worthy endeavor.

## Former Cadet

Erv Gallagher, now principal operations inspector with the FAA San Jose General Aviation District office, first joined CAP as a cadet more than 30 years ago in Phoenix, Ariz. He was the Arizona winner in national competition to the Canadian Cadet Exchange Program,

served as Arizona Wing staff assistant electronics officer, squadron commander, and has flown in many search and rescue missions. He even was responsible for introducing Jay Adsen, FAA chief of the Western Region Air Transportation Security Division, into the ranks of CAP. Adsen became Gallagher's educational officer with the Albuquerque (N.M.) Squadron, moving up to become squadron commander when Gallagher left the post.

Anderson Davie of Paso Robles FAA Flight Service Station has very personal feelings about the CAP and explains the reasons for his enthusiastic support of CAP. "I joined the CAP in my freshman year of high school through the recommendations of a family friend. I spent five years as a CAP cadet, into my sophomore year of college, and I'm grateful for what the organization has done for me. Being raised around Newark, N.J., doesn't give one a very rosy or broad exposure to what the world has to offer. Civil Air Patrol did this for me. During this period I developed a very keen interest in aviation. Among other awards, I received a cadet commission and attended the FAA orientation program through the CAP at Oklahoma City in 1963."

This was Davie's first exposure to the FAA. He then went on to finish college and served time in the Air Force. He didn't come to FAA until he had accumulated 6,000 hours of flying time and, by now, he had also earned his master's degree in business administration.

Davie is justly proud of his accomplishments and quick to give credit to his early training in CAP. "I know that CAP was probably the greatest single directing influence in my life at that time."

## Frequency Management

The FAA Airway Facilities people have had their hand in helping CAP too. To become proficient in locating ELT emissions from downed aircraft, CAP needed training. Use of emergency frequency 121.5 MHz was not practical since the training mission would block monitoring of the emergency frequencies (121.5/243.0 MHz), as well as render the channel useless for real emergencies in the general area.

John Kemper, chief of the frequency management staff at the FAA Western Regional Headquarters, came up with an answer to the problem. "We suggested using an adjacent frequency, such as 121.6 or 121.65 MHz, subject to our ensuring no interference would be caused to FAA ground control operations on these frequencies. CAP local wings procured specially-built ELTs as suggested, but still required was the Federal Communications Commission (FCC) License or special temporary authority for each test."

FAA frequency management people worked with FCC to set up a special procedure. After initial authorization by FCC, the CAP tests could be conducted requiring only coordination with the local Regional FAA frequency management for each test. In the Western Region, this has been reduced to a minimum. One telephone call from CAP to the frequency management is all that is required. A frequency check assures no interference will result. They request that CAP advise the nearest FSS before and after the test to avoid confusion by anyone hearing the ELT, and FAA authorizes the test. Usual time: 60 seconds! Quite a contrast from the original FCC requirements which took two to three weeks and several letters.

Cooperation, coordination, working closely together toward common goals — this, then, is the story of the CAP/FAA marriage. As in any good marriage, however, there are bound to be differences of opinion — especially when there are more than 115,000 people involved (55,000 FAA; 60,000 CAP). Both CAP and FAA personnel voluntarily put aside any personal differences they might have for the vital mission before them — the selfless dedication to saving lives and promoting aviation safety — "That Others May Live."

It is a marriage that works and we look forward to many anniversaries.

# THE BULLETIN



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

JANUARY 1979

NUMBER 1

### TRAINING

1. **NATIONAL STAFF COLLEGE DATES ANNOUNCED.** The 1979 National Staff College (NSC) will convene at Maxwell AFB, AL 30 June - 7 July 1979. Region Staff College is prerequisite for all CAP members except majors and above, and unit commanders. Deadline for application is Friday, 27 April. Applications must be submitted through CAP channels on CAP Form 17 to CAP National HQ/TTN, Bldg 714, Maxwell AFB, AL 36112, Attn: Mr. McCraney. TTN

2. **FALCON AWARD DISCONTINUED.** The Frank Borman Falcon Award will be discontinued beginning 1 July 1979. The award winners may continue to wear the ribbon. The decision was made by the National Executive Committee 2 December 1978. TTN

### OPERATIONS

3. **COMPLIMENTARY COPIES OF MAPS.** The Defense Mapping Agency is forwarding complimentary copies of obsolete relief maps to a random selection of CAP units. The maps are intended for training in map reading, wing/weather depiction, etc., not for flight planning. Extra copies of the maps should be forwarded to your next higher headquarters for use or distribution to other units. DOO


### CHAPLAIN

4. **CAPP 265-3, "VALUES FOR LIVING."** CAPP 265-3, "Values for Living," 1 November 1978, does not supersede any pamphlet but is the latest edition of the "Values for Living" pamphlet series which in subsequent years will be numbered CAPP 265-4, CAPP 265-5, etc. All editions of the "Values for Living" pamphlets may be utilized in the moral leadership program of Civil Air Patrol. Previous editions are not obsolete and will be used until the supply is exhausted. HC

5. **NATIONAL CHAPLAIN NEWSLETTER.** Effective 1 January 1979, the National Chaplain Newsletter (Chaplain-O-Gram) will be published quarterly rather than bimonthly. This change is being made in the interest of conserving paper and reducing printing costs. HC

### INFORMATION

6. **UNIT ADDRESS SLIDE IS BACK.** You can again request a 35mm color slide with your unit name and address. The format is as follows: Yellow letters on a blue background.


FOR INFORMATION CONTACT
MONTGOMERY CADET SQ 1225 GIBSON MONTGOMERY, AL 36707 PHONE 272-9009

The unit address slide can be used at the end of the television film spots produced by National Headquarters which have the national headquarters address. Some local TV stations might be willing to donate the extra five or six seconds of air time to punch up your local unit address. Your unit address slide can also be used with the "CAP Story" slide presentation or with CAP slides you may have set up in a display booth at a fair or shopping mall exhibit.

Print the name of your unit, address and ZIP code in your request. If there is room, we will also include a telephone number. We reserve the right to make abbreviations so the information will fit the slide format. Requests will be handled on a first come basis. Allow four to five weeks for your order to be processed. We will produce unit address slides only when we have enough to shoot a full 36-frame roll of color film. Send requests to HQ CAP-USAF/IOW, Maxwell AFB, AL 36112. OI

7. **IO FUNCTION A MATTER OF TEAMWORK.** If your Information Officer is not doing as well as you would like, do not be too hasty in your criticism or assume that he or she is not interested in the welfare of your organization. What you may be failing to recognize is that the Information Officer function is probably the most difficult job anybody in Civil Air Patrol may be asked to perform.

Consider relationships, for instance. While most CAP members only have to worry about a limited number of activities involving a limited number of individuals, the Information Officer has to be aware not

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBER!

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## 37th Anniversary

# Military Leaders Congratulate CAP

"Happy Anniversary to the Civil Air Patrol. Thirty-seven years of dedicated service to airpower and the United States is a noteworthy milestone. Please pass to all Civil Air Patrol members the best wishes and thanks of the men and women of Pacific Air Forces for a fine contribution to our country."

Lt. Gen. James D. Hughes  
Commander-in-Chief  
Pacific Air Forces

"Congratulations to all members of the Civil Air Patrol on their 37th Anniversary. Your contributions to the service of your country and the Air Force are appreciated by all Americans. The Logistics Com-

mand salutes you and your dedicated crew for your outstanding record in furthering the goals of aviation."

Gen. Bryce Poe II  
Commander  
Air Force Logistics Command

"Greetings to the Civil Air Patrol. CAP's 37th Anniversary marks another milestone in a long record of devotion and service to aviation, the Air Force and our country. We recognize your many past accomplishments and look forward to sharing future Air Force challenges and achievements with your organization. Please pass along my congratula-

tions to all Civil Air Patrol members who contribute their time and talents to such a worthy cause."

Gen. Lew Allen, Jr.  
Chief of Staff  
U.S. Air Force

"Congratulations on the 37th Anniversary of the Civil Air Patrol. The Alaskan Air Command is proud to be associated with such an outstanding national organization of air minded men and women, who contribute significantly to our total effort."

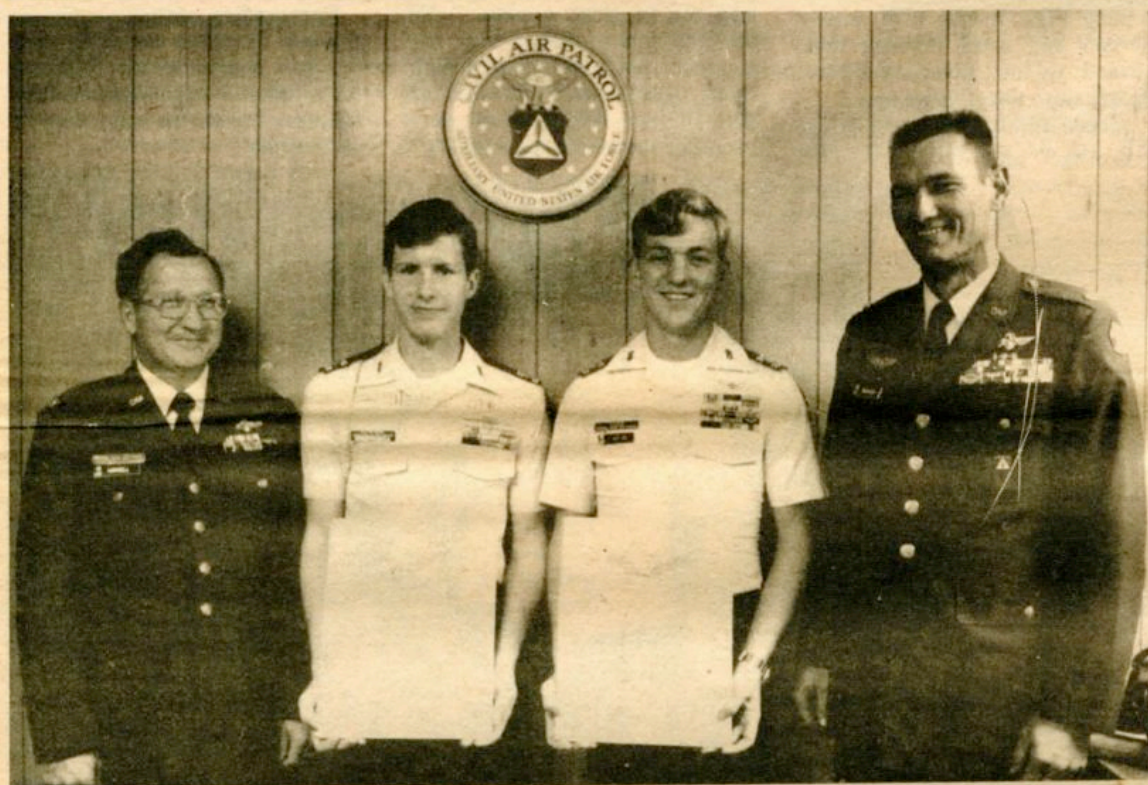
"From the men and women of all Air Force units in Alaska — Happy Birthday."

Lt. Gen. Winfield W. Scott, Jr.  
Commander  
Alaskan Air Command

"I would like to take this opportunity to extend to you and all your personnel my best wishes on the 37th Anniversary of the Civil Air Patrol. The many contributions made by the Civil Air Patrol in both the military and civilian communities clearly demonstrate the professionalism found throughout this organization."

"Congratulations on a truly outstanding record during the past 37 years."

Lt. Gen. Raymond B. Furlong  
Commander  
Air University



**SPAATZ AWARDS** — Cadets William Scheppegrell and Laurie McClure, second and third from left, pose with Col. Eugene Harwell, left, commander of the North Carolina Wing, and Maj. David McGavoch, commander of the wing's Region 4, after receiving their Spaatz Awards. Both cadets are from the 111th Air Rescue and Recovery Cadet Sq. of Charlotte, N.C. Cadet William C. McGalliard of the same squadron is not shown but also earned the Spaatz Award.

## 'Falcon Force' Now In Test Phase

MAXWELL AFB, Ala. — The test phase of CAP's FALCON FORCE, briefed at the National Convention in Phoenix, Ariz., was approved in December by the National Executive Committee.

Headquarters urgently needs help in locating and identifying 150 elementary and/or middle schools containing grades 4-5-6

to serve as pilot schools for this new and vital program.

This aerospace education program is study centered, conducted within the school classrooms by the teacher. Public, private and parochial schools are acceptable.

The test program will commence in mid-April and may ex-

tend to early fall 1979.

CAP commanders with a school described above in their geographic area, and interested are asked to complete the form below and mail it at the earliest possible moment to:

National Headquarters  
Civil Air Patrol/ED  
Maxwell AFB, Ala. 36112

SCHOOL \_\_\_\_\_

ADDRESS \_\_\_\_\_

NAME OF ADMINISTRATOR \_\_\_\_\_

NAME OF CONTACT TEACHER \_\_\_\_\_

CLOSEST CADET OR COMPOSITE SQUADRON \_\_\_\_\_

THIS SCHOOL IS URBAN \_\_\_\_\_, SUBURBAN \_\_\_\_\_, COUNTRYSIDE \_\_\_\_\_

## Three Charlotte Cadets Earn Spaatz Awards

CHARLOTTE, N.C. — Three cadets from the 111th Air Rescue and Recovery Cadet Sq. have received the Civil Air Patrol's Gen. Carl A. Spaatz Award.

They are William D. Scheppegrell, Laurie W. McClure and William C. McGalliard.

The awards were presented during a ceremony held at a meeting of the Piedmont Chapter of the Air Force

Association. Maj. Gen. Leigh Wade (USAF, Ret.), who was one of the members of the first around the world flight in 1924, made the presentation.

The three cadets are still active in the squadron although all three entered college last fall. All three are student pilots and have earned their wings in the squadron's aircraft.

Scheppegrell is cadet commander of the squadron.

## Meritorious Service

## Charter Member Recognized

MOUNT DORA, Fla. — Maj. Ben Nation of Florida Wing's Group 20 received the Civil Air Patrol's Meritorious Service Award at ceremonies during a 37th Anniversary banquet held at St. Phillip Lutheran Church here Dec. 3.

Nation, a charter member of Civil Air Patrol, was one of the original members of the organization when it was formed

Dec. 1, 1941, said Capt. Virginia Ingle of the Mid-Florida Cadet Sq.

The award was given in recognition of 37 years of dedicated service to the Civil Air Patrol, she said.

Nation, a resident of Mount Dora, is president of the National Entertainment Corporation and is a motion picture producer.

## Senior Awards

### Paul E. Garber Awards

Kenneth P. Curry	05019	John C. Marquiss	08044	Edward W. Hobbs Sr.	19001
Miriam E. Witkin	06001	Irene Clayton	08153	Lester W. Snyder	40001
Joseph B. Witkin	06001	George Jackman	08249	Alden L. House	40031
Alton D. Anderson	08001	Charles W. Smith Jr.	08326	Andre E. Ehaben	42187
Robert A. Croft	08001	Casimir C. Mroz	11001	Janet K. Ehaben	42187
Frances L. Dorrough	08001	John F. Maguire	11016	John W. Houser	46010
Doris M. Anderson	08006	Derek V. Stacker	11117	William K. Young	47040
Florence C. Stootman	08032	Nathaniel L. Tucker	15035	Roger M. Baxter Jr.	34001
Geraldine L. Thompson	08032	Charlotte P. Wright	16001	Barbara N. Bueneman	36065
Monty R. Thompson	08032	William B. Talbert	18001	Richard J. Curran	94000

### Grover Loening Awards

Terry N. Taylor	05019	Edward E. Cartledge	20185	Billy K. King	45056
Mary Lou Marshall	05116	William E. Mendoza	20240	Arthur G. Pearson	46069
Beverly J. Pitts	07006	Earlene H. Butler	25001	Abel M. Correia	51001
Gary H. Pitts	07006	Sherman P. Tynes	25017	William W. Daves	51001
John H. Stootman	08032	David B. Aiken	25033	Roger Monsarrat	51001
Gerald T. Gardner	08425	James E. Trotman	25053	Howard S. Nakashima	51001
Charles W. Smith Jr.	08326	Michael F. Hayes	37106	Edward W. Botelho	51057
Alice P. Tucker	15035	Lester W. Snyder	40001	Rhett O. Webber	51057
Nathaniel L. Tucker	15035	Alden H. House	40031		
James L. Gilmore	18001	Robert C. Dunn	41094		

# Pilot Tells Cadets To Be Ready For Reality

By DICK CASSELBERRY  
Rochester (N.H.) Courier

ROCHESTER, N.H. — On June 25 of this year Steven Green and a longtime friend took off in their single engine plane for a routine flight over the mountainous area that surrounds Ossipee. The sky was cloudless and the winds light.

Within minutes this routine training and photographic flight would turn into a nightmare that left one man dead and the second with two broken legs that made going for help impossible.

Sunday, June 25, was a clear day, and Green, in his capacity as a flight instructor, wanted to take one last flight before going home. The single-engine

Grumman-American aircraft headed towards the Wolfeboro airport where the instructor simulated an engine failure. That accomplished, he turned the craft towards the mountains around Ossipee to photograph the area.

Half way up a ravine, the plane suddenly hit a downdraft and started going down. From his initial height of between 300 and 400 feet the plane had only seconds before it struck the trees.

"I hit the throttle and started to turn to gain some control but it didn't help," said Green. He recalled saying to his partner, "We're not going to make it."

"The next thing I knew was that I was lying on the ground in the leaves. My partner was still in the plane, his legs trapped in the wreckage. I couldn't move or get off the ground and I didn't understand why," said Green.

Shock from his broken legs and other injuries made communicating with his friend most incoherent, and shortly both fell asleep. The friend with whom Green had gone through high school and the University of New Hampshire never woke up.

Green related his story when he spoke recently to the

Highlanders Comp. Sq. of Civil Air Patrol stationed on Rochester Hill.

The squadron was one of many agencies involved in the two-day search for the missing craft last summer.

Green said that while he was in CAP, he was involved in many searches for downed pilots and he had always felt that mishaps like this one always happened to the other guy.

He told the cadets that he wanted to let them know what it was like to suddenly find yourself on the other end.

He offered the advice that pilots should be ready to face the reality that "it can happen to me," and to prepare themselves both mentally and physically for the event should it happen to them.

Green said that the one lesson he learned from the experience was to believe in reality. "Nature doesn't care whether you perform or not. The world will still continue and people will still die in plane crashes." He told the cadets that if they are aware of what to expect during these operations, they will be able to face reality when they become involved in the rescue.

He told the cadets to know themselves, their limitations and their equipment beforehand and they will be able to handle the situation to the best of their ability.

Cadets were told what to expect when they were involved in actual rescue operations. He said that when he was found he was half naked and flies covered his wounds. "You should be prepared for what you will be finding," he told the group. "Things aren't very pretty or neat and clean like you see on television," he said.

Among the cadets were experienced pilots, and Green had several points of advice to offer them including the need he found for water and for some type of signaling device to aid would-be rescuers.

Green was in the woods for nearly 48 hours before paramedics found him about 100 feet from the plane where he had crawled on his hands and knees trying to find water.

Paramedics worked hours to get him ready for the helicopter trip to a nearby airport. He was later taken by ambulance to the hospital where he was 25 days recovering.

## SURVIVAL TIPS

U.S. AIR FORCE ACADEMY, Colo. — These winter survival situations have been prepared by survival experts at the Air Force Academy. Each is in the form of a multiple choice question, with the best answer explained.

### Situation One

It is late January and you and two companions have snowshoed above the tree line on a remote mountain in Northern Colorado. The three of you have been taking photographs of the picturesque landscape spread below.

You were hoping to get some shots of the sunset, but the skies have become overcast and the wind has increased in velocity.

The three of you decide to start back. It will take you about an hour to get back to the tree line and about three hours to reach your vehicle.

After 15 minutes on the trail, the winds have increased and blowing snow is causing "whiteout" conditions. The temperature has also dropped drastically.

You and your companions realize that you will have to set up camp. You are well equipped and have a three-man tent. As you try to erect the tent, the wind velocity has increased to the point that it is impossible to erect the tent.

WOULD YOU:

A. Pack up your equipment and try to make it back to the tree line?

B. Build a snow wall upwind of your shelter site?

C. Look for a high snow drift and dig out a snow cave?

D. Pack up your equipment and walk with the wind to reduce the wind chill factor?

TO SURVIVE:

Either alternative (B) or (C) could be a solution to the problem, according to survival experts at the Air Force Academy. With the snowshoes that you have to use as a digging or snow-cutting tool, either alternative is feasible under certain snow conditions.

If a high drift of snow is available, Academy survival experts say your best bet would be to dig a snow cave. If high snow drifts are not available, you should cut snow blocks and construct a wall. This wall should be positioned at a distance of about five to six feet upwind from the shelter site. This technique is used by Antarctic expeditions to counteract the effects of high winds.

Alternatives (A) and (D) are not feasible due to the whiteout conditions. Walking in these conditions could have you walking in circles or over a ledge. The wind chill factors you are encountering make it necessary for you to take shelter immediately.

### Situation Two

It is a late afternoon. You and two companions have been deer hunting since early morning. There is approximately two feet of snow on the ground and it has been snowing lightly since noon, but within the last 30 minutes the snowfall has increased to the point that your visibility has been cut to about 50 yards. You have no compass, but you know that you are only two miles from your camp. As you continue, one of your companions begins to stagger and complains of fatigue.

WOULD YOU:

A. Let him rest and then continue on, assisting him as needed?

B. Sit down with him and send your other companion ahead to scout out the way back to camp?

C. Start a fire, have him drink hot liquids, dry his clothes and set up shelter for the night?

D. Start a fire, have him drink hot liquids, rest and then continue on?

TO SURVIVE:

According to survival experts at the Air Force Academy, action (C) offers the best solution of the alternatives listed. Your companion is showing signs of hypothermia. He needs both protection and treatment. Body heat must be maintained; give hot drinks (110 degrees). Protect clothing from the dampening effect of the snow, which will prevent further heat loss. You and your other companion could also be in danger of hypothermia. With a fire for heat, drying clothes, hot drinks and a shelter for protection from the snow, you should be able to sit out the night and the storm.

Actions (A), (B) and (D) could put you and your companions into a most dangerous situation. The chances of hypothermia are high and the chances of becoming lost are also high. Without some means of navigating, even an experienced woodsman could become lost under these conditions. Action (B) was the choice of three hunters which resulted in two men dead and the third being found suffering from hypothermia, frostbite and snow blindness.



RESCUED PILOT — Steven Green left, the pilot rescued from the Ossipee Mountains this summer, recalls some of the details of the rescue operations with members of the Highlanders Comp. Sq. (New Hampshire Wing). Cadet Marian Cronin and the squadron commander, Lt. Col. Samuel N. Gilmore, speak with him. (Rochester (N.H.) Courier Photo by Dick Casselberry)

## CAP Becomes Sustaining Member With Donation To Museum 'Friends'

MAXWELL AFB, Ala. — Civil Air Patrol has become a sustaining member of the "Friends of the Air Force Museum" program through a donation to the Air Force Museum Foundation.

The foundation itself was established in 1960 as a non-profit organization to help provide needed support for the Air Force Museum at Wright-Patterson AFB, Ohio. The foundation, in fact, paid for the present building occupied by the museum.

This year the foundation established the "Friends" program as a means of raising needed additional funds. Cost to join the program is only \$10 for an individual. (See news story on page 5 of the December 1978

issue of Civil Air Patrol News.)

Civil Air Patrol's National Executive Committee voted, at its regular meeting here in December, to join the program. Minutes of the meeting state that the NEC "...supports the Friends of the Air Force Museum Program" and added that individual CAP members "...may contribute as they see fit."

Civil Air Patrol members, as well as the general public and Air Force personnel, have been invited to join the "Friends" program. The museum itself includes a display devoted to CAP.

In other action at the NEC meeting, Air Force Brig. Gen. Paul E. Gardner, CAP executive director, announced that the Air Force Association has created a

new membership category, specifically that of "Cadet Patron" which will be open to cadet members of Civil Air Patrol and of the Air Force Junior ROTC. The cost to each cadet will be \$6.50 per year, half that of the regular membership fee.

The Air Force Association supports Civil Air Patrol activities in a number of ways and many local chapters provide scholarships to CAP cadets. In announcing the "Cadet Patron" program, James H. Straubel, executive director of AFA, said: "As always, the AFA remains committed to a strong CAP in support of the active-duty search and rescue mission. We hope this new step will strengthen this bond."

# Computer Search Programs Listed

By Lt. Col. Robert Mattson  
HQ. CAP-USAF

This is a continuation of last month's column concerning computerizing search and rescue.

Each of the following programs works well, but someone knowledgeable about SAR must enter the data and interpret the results. Computers are dumb, so you must do the thinking! But computers can perform thousands of calculations quickly and have tremendous memories. Those abilities can be very useful tools for the knowledgeable mission coordinator.

Some of the SAR computer programs now available:

**HOW FAR-WHICH WAY?** (2K source listing) — This program, written in SWTPC 8K Basic, will input latitude (degrees and minutes) and longitude for two points and then compute the true bearing and distance between these points. It was published in the July 1977 issue of the magazine BYTE and uses a rather interesting synthesis of the ARC SIN, ARC TAN and ARC COS functions (SWTPC 8K Basic does not normally support these functions.) Author: Capt. Rene Petit, CAP.

**RJCASP.BAS** (3K source listing) — This SAR resource allocation program uses rather sophisticated algorithms to assist the mission coordinator in placing his search forces in the optimum search areas. This

program is usable for either aerial or ground search of either regular or irregular search cells. Required data inputs are cell identification and initial probability of target (user estimated) for each cell. An inputted probability of detection for a searched cell will modify the program output. This program is written in standard basic and requires string capability, LOG and EXP functions. The program may be modified to eliminate the requirement for string capability. A FORTRAN version of this program is also available. Minimum equipment of 4K of free memory. Author: Lt. Col. Mattson, USAF.

**CASP+1.BAS** (14K source listing) — This program (formerly CASPLUS.BAS) is an expanded version of RJCASP.BAS and includes an extensive visual search analysis routine. It is very heavily commented and includes plain language listings of the visual search POD, POT and POS equations. This program is written in BASIC-E at a level equivalent to 8K basic or Radio Shack Level 2. However, it may be converted to other versions of basic with little difficulty since it uses highly descriptive variables (eg., max, speed, area, etc.) Minimum equipment is 16K of free memory. Optimum equipment includes a video terminal and hard copy capability. Author: Lt. Col. Mattson, USAF; Maj. Gregory, CAP.

## SAR PEOPLE

**CASP+2.BAS** (19K source listing) — This program combines all the features of CASP+1.BAS with the optimum recommendations of the program OPT.BAS. It combines an exhaustive visual search analysis for debriefing with recommendations for next sorties search areas and search durations. It not only tells you where to go, but how long to stay there. This program is written in BASIC-E and requires a 32K CPM system (or equivalent). Disc capability is not required. Authors: Lt. Col. Mattson, USAF; Cmdr. Discenza, USCG; Maj. Gregory, CAP.

**CAESAR.BAS** (22K+2K+2K+4K source and files listing) — This sophisticated air operations log keeping program uses seven interactive disc files (four sequential files and three random access files) to store up to fifty sortie briefing/debriefing reports. A flight log is automatically maintained and updated using the briefing/debriefing inputs and a short form mission summary is generated by this program. This program is written in BASIC-E and requires a minimum 32K CPM system memory (or equivalent) and disc capability. Optimum equipment includes a fast video terminal and a fast

printer. Author: Maj. Gregory, CAP.

**C.A.P. SEARCH V1.0** (5K source listing) — This program is a game played on a 512 grid map. It challenges the user to find a downed aircraft given the starting point and destination grids and various random clues, which the program generates from time to time. The user is given three playing pieces, i.e., a land team and two aircraft (one with electronic search capability). This rather interesting game teaches the fundamentals of proper utilization of various search capabilities. This program was written in SWTPC 4K Basic V2.0 and is usable on nearly any basic having 6K of free memory. Author: Capt. Bream, CAP.

**OPT.BAS** (9K source listing) — Given the estimated probability of target for several or many grids and given the total effective search force, this program recommends the optimum distribution of forces in accordance with the mathematical theory of search. Example: the output might be "search grid PL41 for a POD of 48 percent and grid PL42 for a POD of 27 percent". This program is ideal as a subroutine for the programs RJCASP or CASP+1 and requires about 3K of free memory. Author: Cmdr. Discenza, USCG.

**CONTINUOUS FIX III** (212 steps on HP67/97 calculator) — This program is an improved version of Continuous Fix KK

and, like it, is written to run on a Hewlett Packard model 67 or 97 calculator. It is designed to estimate the approximate location of an ELT transmitter and the estimated error of position (i.e., ellipse of position). Author: John Moore.

**RCOGRID. BAS** (6K source listing) — This program, written in BASIC-E, combines the two programs LOCGRIG.BAS and GRIDLOC.BAS. It will convert all the continental USA AFRCC map/grid/section names to latitude and longitude coordinates or vice-versa. Minimum equipment is 6K of free memory. Author: Maj. Gregory, CAP.

For listings of these programs contact National Headquarters, Civil Air Patrol (Attn: DOSS, Lt. Col. Mattson, USAF), Maxwell AFB, Ala. 36112.

Most of these programs are available on disc (single sided, 8-inch, single density, CP/M format) from the CP/M Users' Group, 164 West 83 Street, New York, N.Y. 10024. Membership is \$4 per year and the disc (number 33) is \$8.

If you have access to modem capabilities, there is an easy way to save yourself a lot of work in typing the various SAR programs into your computer. Maj. Bob Gregory now has all of the programs available for auto modem retrieval via the telephone.

You can contact Bob by phoning (717) 243-3979 or writing R.A. Gregory, RD 10 Box P-72, Carlisle, Pa. 17013.

## Florida Plans New Squadron

GAINESVILLE, Fla. — A new Civil Air Patrol squadron is being planned for the Lake City, Fla., area, according to Capt. Edward A. Amsbury of the Florida Wing's Group 13.

An organization meeting will

be conducted in a few weeks. Interested persons are asked to contact Lt. Col. Joseph Crescenbeni at Group 13 Headquarters; P.O. Box 240; Gainesville, Fla. 32602.

## CADET AWARDS

### Earhart Awards — November 1978

Wilfred E. Odom Jr. ....	01016	David L. Norris .....	14099	Stephen D. Neer .....	34070
Brian E. Yates .....	02064	C.J. Raymond .....	19006	William S. Phillips .....	34070
John F. Quinn .....	05148	Andrew S. Warner .....	19028	Jeffrey W. Spencer .....	44005
Charles N. West .....	06010	Richard M. Hummel .....	20262	Peter M.P. Casola .....	45060
Adam J. Dabrowski .....	06022	Bruce E. Bailey .....	21044	Donald L. Deetjen .....	48164
Kirk C. Traftter .....	06059	M.J. Michniewski .....	29092	Harvey H. Hamadon .....	51048
Joseph Wm. Clark Jr. ....	08309	William P. Malone .....	31247	William I. Groves .....	51048
Robert D. Gall .....	08412	Blanche B. Godwin .....	32048	Juan R. Horta .....	52077
Todd K. Woods .....	09002	Andrew N. Kastanas .....	32111	Miguel Villanueva .....	52098
Douglas J. Fogle .....	11205	Dennis D. Neer .....	34070	Richard A. Fernandez .....	52105

### Mitchell Awards — November 1978

Lee J. Erickson .....	01005	Brian G. Day .....	17062	Margie A. Donohue .....	34115
N.L. Strubling Jr. ....	01087	Jeff L. Bruner .....	18003	Christopher R. Clarke .....	35092
William T. Henry III .....	01093	Robert L. Wolfes III .....	18003	Kelly L. Grady .....	36078
Michael W. Langmead .....	02085	John E. Murphy .....	18028	Juan Rodriguez .....	37060
Art Reeves .....	04123	Robertson T. Papke .....	18077	T.H. Keiper III .....	37060
David P. Pavey .....	04138	William J. Nolan .....	19032	Richard J. Reinsel .....	37143
Sue D. Harvey .....	04345	Marco E. Soave .....	19059	John R. O'Neill Jr. ....	38035
Mark E. Nash .....	05143	Kevin M. Kervick .....	19067	Melanie A. Anderson .....	39019
Thomas J. Henry III .....	06022	Michael R. Grimmer .....	20009	Ronald H. Queen .....	41013
Wayne P. Moore .....	06031	Michael E. Frontczak .....	20240	Anthony W. Melton .....	41013
Anthony J. Derderian .....	06058	Janet M. Sullivan .....	20251	Mark S. Harwood .....	41013
Stephen J. Zakur .....	06073	Robert M. Sunman .....	20266	Jozsef Z. Bedocs Jr. ....	41143
Philip A. Zubek .....	08078	Brett E. Berg .....	21016	Roger W. Davis Jr. ....	42142
Joseph E. Martini Jr. ....	08122	Rodney S. Ziebol .....	21094	Daniel J. Varble .....	42367
Scott E. Hutcheson .....	08123	Martha C. Raetz .....	22048	Richard D. Barnes .....	43027
Ronson W. Lee .....	08125	Kevin T. Trainor Jr. ....	25033	Paul E. Plunkett .....	44005
Jeffery A. Wilson .....	08143	Douglas E. Ramsey .....	26019	Matthew C. Pike .....	44009
Donald E. Robinson .....	08160	Ernest G. Kish Jr. ....	29092	Richard J. Higgins .....	44009
Anthony D. Jones .....	08412	Peter S. Hill .....	29092	Brian K. Deren .....	44033
Richard L. Owens .....	08432	Gregory F. Weidenfeld .....	29096	Ted Grochowski .....	45017
Joseph H. Dewalt .....	09002	Albert C. Wennekamp .....	30033	Michael D. Sandy .....	45040
Teddy L. Sapp .....	09086	Michael G. Spencer .....	31088	Matthew Casola .....	45060
Carla M. Falske .....	10052	Keith M. Ganzer .....	31103	Marsanne A. Monroe .....	46030
Tad M. Miller .....	11061	Richard F. Eures .....	31238	Carl L. Earl .....	46049
John P. Klatt .....	11113	Troy H. Engle .....	31249	Danny B. Cole .....	50017
Michael J. Maguire .....	11184	Joseph P. Colella .....	31296	Mary L. Reyes .....	52027
Julie A. Bolden .....	11189	Pamela J. Landreth .....	32082	Maria D.L. Laboy .....	52027
Stephen E. Perret .....	11226	Robert D. Ellis .....	32111	Manuel Rivera .....	52027
James C. Seabert .....	11263	Mark W. Thurman .....	32138	Jesus D. Oquendo .....	52027
Thomas E. Kittler .....	11281	Jeff S. Richards .....	34051	Nilsa Serrano .....	52027
Melanie K. Eason .....	13079	Samuel Beloff .....	34070	Glenda Santiago .....	52027
Chris A. Cooper .....	14099	Charles E. Love .....	34096		
David K. Rougeau .....	16007	Lorri A. Archer .....	34115		



Aponte-Pagan

### Puerto Rico Wing Has New Commander

SAN JUAN, P.R. — Lt. Col. Hector Aponte-Pagan is the new commander of the Puerto Rico Wing, succeeding Col. Rudolfo Criscuolo.

He has been a CAP member since 1973. Most recently he served as director of operations of the wing. He is a command pilot and is commander of the 156th Combat Support Sq. at Munoz ANG Base.

He also takes an active role in civic organizations. He is a member of the board of directors of the Public Health Service Association and of the Environmental Sanitation Officer Association, as well as others.

Aponte is a 1951 graduate of the University of Puerto Rico and earned a commission through the Army ROTC program there. In 1955 he completed master of science degree requirements at the same school.

## WAY BACK WHEN Old CAP Photos Do You Have Any?

MAXWELL AFB, Ala. — Got an old CAP photo around the house? A really old one? Showing obsolete uniforms, notable persons, activities of historic interest, or unusual aircraft associated with Civil Air Patrol?

If you do, other members of CAP may be interested in seeing it. Send your photo to Civil Air Patrol News and we will publish the best and most interesting ones.

Photos should be at least 20 years old. Please identify the persons in the photo (if at all possible), describe the occasion (what was happening in the photo), give the date of the event

and any other pertinent information possible. Photos should be the type with some "action," if possible, rather than being stiff, posed snapshots of people staring at the camera.

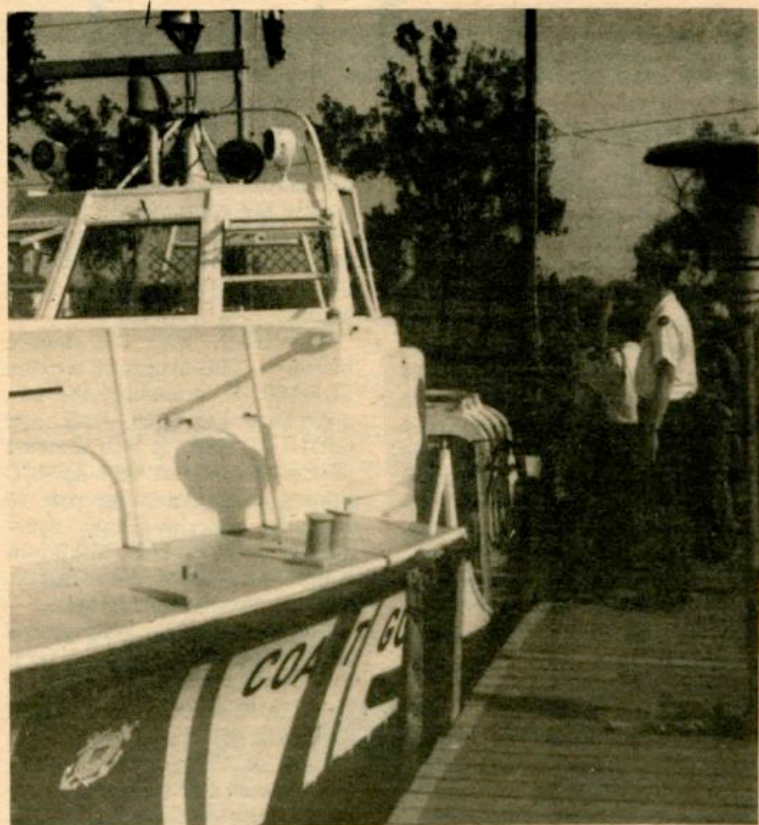
Note: We can only use original photos; we cannot reprint old newspaper photos.

We will handle your photo with extra care and will return it to you unharmed. If you want it back, send a stamped, self-addressed envelope, please. Send your photo to: HQ. CAP-USAF/OIIN, (Editor, Civil Air Patrol News), Attn: Way Back When, Maxwell AFB, Ala. 36112.

## CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice of death should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office—not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

BERGERON, Arthur C., Lieutenant Colonel, Nov. 11, 1978, Rhode Island Wing.  
CONWAY, Lawrence M., Lieutenant Colonel, June 23, 1978, Hawaii Wing.  
DAVIS, Daniel R., Cadet, Nov. 19, 1978, Weir Cook Cadet Sq., Indiana Wing.  
DAVIS, Robert E., Sr., Major, Nov. 12, 1978, Missiou Comp. Sq., Mississippi Wing.  
DORAN, Joseph O., Major, Oct. 30, 1978, Tinker Comp. Sq., Oklahoma Wing.  
JOHANSEN, Thayne, First Lieutenant, Oct. 22, 1978, Bayou City Comp. Sq., Texas Wing.  
LOWRY, Marshall W., Cadet, Sept. 78, Oklahoma City Cadet Sq., Oklahoma Wing.  
NEW, Henry W. (Bill), Nov. 27, 1978, Texas Wing.  
PERRY, Carl M., Captain, Nov. 2, 1978, Summersville Flight, West Virginia Wing.  
SARGENT, Jerri, Aerospace Education Member, November 1978, Aerospace Education Association Sq., National Headquarters.  
SCHULTZ, Margaret L., Senior Member, Nov. 7, 1978, Eagle Rock Flight, California Wing.  
WOMACK, Steven H., Second Lieutenant, Dec. 2, 1978, Coastal Patrol Senior Sq., South Carolina Wing.

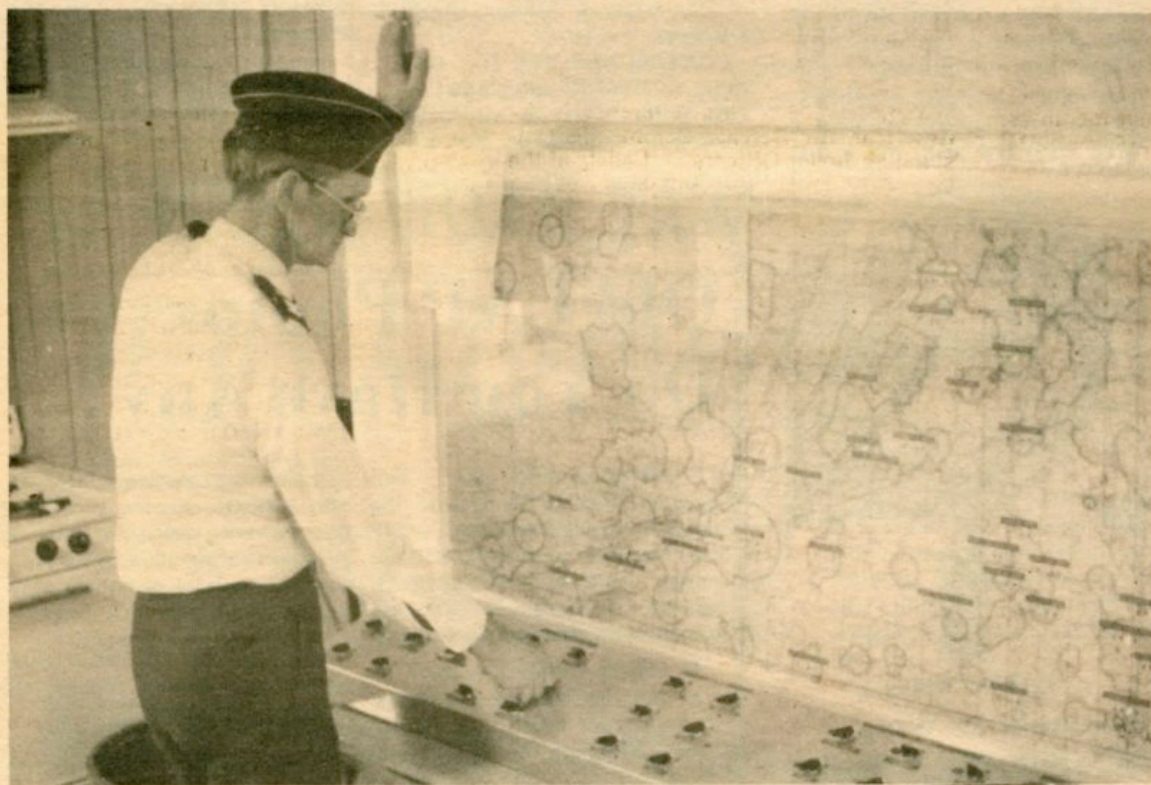


**RESCUE BOAT** — Members of the Eagle Cadet Sq. (New York Wing) and the Erie Comp. Sq. (Pennsylvania Wing) tour a Coast Guard boat during a recent visit to Presque Isle State Park in Erie, Pa. They also visited Naval Reserve ships at Erie.



**ROCKETRY COMPETITORS** — Cadets attending the South Carolina Wing's recent Second Annual Model Rocketry Competition at Fort Jackson, S.C., pose with their rockets and awards. From left they are, front, Donald Caddell, Watson Young, David Jones and Steve Blackburn; back, Tom Brandton, Lawrence West, Anthony Graves, Todd Wyndham and Robert Hughes. (Photo by 1st Lt. W. Arnold Jones)

## CAPNews In Photos



**STATUS BOARD** — Capt. Robert E. Hundley, commander of the Southside Comp. Sq. (Virginia Wing) demonstrates the visual status board he built for wing headquarters. The board uses colored light-emitting diodes to show each squadron's current alert status.



**GUEST OF ATC** — Cadet Robert C. Jones of the Gen. Carl A. Spaatz Comp. Sq. 1102 (Pennsylvania Wing) climbs aboard an aircraft for an orientation flight during the recent Air Training Command Familiarization Course for CAP cadets at Laughlin AFB, Tex. Jones was selected to represent the Pennsylvania Wing at the activity. When Air Force airlift transportation was cancelled, his parents purchased a commercial airline ticket for him to attend the training.

**PREFLIGHT** — Cadet Spence Bovee, cadet commander of the Baranof Comp. Sq. (Alaska Wing), inspects a C-150 prior to an hour of dual instruction. Bovee is the first student pilot in the squadron of 11 cadet members, which was formed in December 1975. The aircraft is shared by three squadrons in Southeast Alaska on a rotation basis of one month at a time. Time and weather permitting, Bovee will be able to solo this month when he turns 16. Only two or three days a month are suitable for student instruction in the area near Sitka.

# PEOPLE...In The News

## Northeast Region

Lt. Col. Alfred Lessard, commander of the Hooksett Comp. Sq. (New Hampshire Wing) recently gave orientation flights to six of his cadets. The cadets were Alexander Adams, Mark Bouchard, Richard Nault, Thomas Smith, Paul Chauvin and Francin Eby. . . Cadets David Klein, John Herakis, John Klimes, Fred Lithgow, Bridgette Masker, Gregory Weidenfeld, Joseph West and Brenda Wing, all members of the New Jersey Wing, have attended a flight clinic and pinned solo wings on.

Col. A.A. Milano, commander of the Northeast Region, has presented a Department of the Army commendation to Capt. Urban Lang, commander of the Bristol Comp. Sq. (Connecticut Wing). Capt. Lang was cited for outstanding and continuous support of the Army Reserve program. . . Cadet Eric Lynch of the Vermont Wing, has been named outstanding cadet for the Northeast Region. . . Group 1400 of the Pennsylvania Wing has conducted their annual SAR evaluation.

Cadet Marian Cronin, cadet commander of the Highlanders Comp. Sq. (New Hampshire Wing) has been named a "commended student" in the National Merit Scholarship Competition. . . Recently, the Orange County C.B. Association president Walter Bamert presented the Orange County Group (New York Wing) with two CB transceivers and accessories on behalf of the Orange County CB Association. . . Six members of Perry Comp. Sq. (Pennsylvania Wing) have completed the American Red Cross CPR course. They are Capt. Dana McNaughton, 1st Lt. Ray McNaughton, and Cadets Alan Houck, Steven Seiders, David Shambaugh and Michael Sweger.

Members of the New Jersey Wing, including Col. Ri Nakamura, commander,

drove a local Cub Scout troop to Annapolis, Md., for a tour of the Naval Academy.

## Middle East Region

An aerospace education seminar has been held by the National Capital Wing Division of Aerospace Education. The seminar was conducted by Lt. Col. Harp Harris, wing director of Aerospace Education. . . National Capital Wing held a squadron leadership school recently. Instructors for the school were Lt. Col. Barbara Morris, Lt. Col. Leo V. Wright, Lt. Col. Leslie Keller Jr., and Maj. William Tolbott. . . First Lt. Bruce F. McConnell has given a radiological decontamination course to 28 cadets of the Mount Vernon Cadet Sq. (National Capital Wing). The course was designed to instruct cadets in proper use of equipment in case of nuclear attack.

Cadet Clark Mallder of the Annapolis Comp. Sq. (Maryland Wing) has received his solo wings. He soloed on his 16th birthday. . . New River Valley Senior Sq. (Virginia Wing) was chartered Nov. 8, 1976. From a charter membership of 21 members, the squadron has grown to a membership of 33 and ranks fifth in Virginia in senior membership. . . Members of the National Capital Wing visited the Royal Canadian Air Cadets Squadron 742 recently. The Canadians arranged tours of Parliament, Ottawa City Hall and several museums.

## Southeast Region

The Maxwell Cadet Sq. (Alabama Wing) recently had a display in the South Alabama State Fair. The display was furnished by Civil Air Patrol National Headquarters and manned by senior members, cadets and parents. . . Group Three of the Florida Wing has been presented a jeep and trailer by the commander of Group

Four. The jeep was recently used to transport cadets to inaccessible jump off points on a land navigation exercise.

North Tampa Cadet Sq. (Florida Wing) hosted all Group 3 cadet squadrons at their annual "Green Beret" bivouac held recently. Members of the 20th Special Forces National Guard unit, commanded by 1st Lt. Frank Van Evers, conducted classes in survival, land navigation, safety and rope bridge construction during the morning hours and provided a "hands on" training approach in the afternoon exercises. . . Puerto Rico Wing conducted its annual SAR/CD tests recently. Members of the Air Force Southeast Liaison Region evaluated the results. . . The Civil Air Patrol cadet program and the Lakeland Cadet Sq. (Florida Wing) were among youth organizations recognized by the Lakeland Optimist Club for their contributions to the youth of the community at a recent banquet. Chaplain Hugh Harris and Cadet William Cumler represented the Lakeland Cadet Sq.

## Great Lakes Region

Cadets Jeffrey Stahlberg and Gale Dingwell, members of the Scott M. Burgess Cadet Sq. (Michigan Wing), were presented solo badges by Col. Gerald McCarthy of the Michigan Air National Guard at an open house held recently. . . More than 40 officers of Macomb Group III (Michigan Wing) attended squadron leadership school recently. The officers received instruction in squadron command and staff responsibilities and leadership training.

First Lt. Wayne Henry, a member of the Chippewa Comp. Sq. (Michigan Wing), has been named one of North American Air Defense Command's Outstanding Junior Officers. . . Cadets of the Bay City Cadet Sq. (Michigan Wing)

recently assisted in directing aircraft at a March of Dimes airlift held at a nearby airport. Cadets also escorted passengers to planes and accompanied first-time flyers.

## North Central Region

Two squadrons of the Missouri Wing Group I assisted the Air Force in a recent open house at Richards-Gebaur AFB. Maj. Mary Ann Minsterl, commander of Kansas City Senior Sq. 1, provided two large communications vans and cadets of the Richards-Gebaur Comp. Sq. maintained a recruiting booth. . . Cadet Teresa Nystron of the Sioux Falls Cadet Sq. (South Dakota Wing) has received her solo wings. . . CAP pilots from all Nebraska gathered at the FAA General Aviation District Office in Lincoln recently to attend the CAP Pilot Upgrade Clinic. Subjects covered included CAP flight regulations, landings, emergency procedures, and fuel management. . . Lt. Col. Lorraine Timmerman has been appointed chief of staff to the Minnesota Wing. Colonel Timmerman was formerly director of Administration.

## Pacific Region

Cadets Michelle Deason, Glenn Fukawa, Maria Guerrero and Henry Nanjo of the Presidio of San Francisco Comp. Sq. (California Wing) presented the colors at the recent Pacific Region Aerospace Conference. . . At the Skagit Comp. Sq. (Washington Wing) annual awards banquet, Capt. Emily Good was named outstanding senior member for the year and Ken Hendrickson was named as outstanding cadet. . . Lt. Col. Ila I. Headman has been named commander of the Saddleback Comp. Sq. (California Wing). She succeeds her son, Capt. Kai O. Busse.



**DRILL COMPETITION** — Lt. Col. Michael J. Gallo, deputy chief of staff for cadet programs in the Northeast Region, scores the Pennsylvania drill team during their innovative drill at the regional drill competition, which was recently held at Westover AFB, Mass.

## Canadair Wing Cadets Visit Westchester

ARDSLEY, N.Y. — Forty-five Royal Canadian Air Cadets and nine senior officers of the 16th Canadian Wing recently spent the weekend with Civil Air

Patrol members of the Westchester County Group, according to Lt. Col. Allan Pogorzelski, group commander. The cadets spent their Satur-

day sightseeing in New York City and touring the facilities of Westchester County airport. On Sunday a special awards ceremony was conducted.

## Arizona Personnel Aid In Search For Missing Boy

TUCSON, Ariz. — Cadets and senior members of Arizona Wing's Group 1 recently participated in a search for a missing boy in the Catalina Mountains near here.

The massive search was undertaken over a square mile of

very rugged terrain in the foothills. Components of several rescue organizations also took part under the direction of the Pima County Sheriff's Office. CAP search efforts were coordinated by Capt. Robert McCord.

The boy was found on the second day of the search. All participating units were greatly impressed by the interest and professionalism of the Civil Air Patrol units in Pima County, said Tom Hoyt, CAP information officer.

## Unit Receives Check From State

BLACKSBURG, Va. — The Division of Aeronautics of the State Corporation Commission of the Commonwealth of Virginia has given a check for \$600 to the Montgomery Comp. Sq. (Virginia Wing) here.

The funds were for the squadron's assistance in the

semi-annual airport survey program conducted by the Division of Aeronautics.

The survey program consists of a survey questionnaire that is administered to pilots using Virginia airports. The data is used to determine airport utilization and the subsequent funding that the airport will receive for facilities and terminal navigational aids.

The check was accepted on behalf of the squadron by Capt. Billy K. King, unit finance officer, from Lt. Col. John F. Jackson, commander of Virginia Wing's Task Force 5, who represented the wing commander.

## Southeast Region Announces Its School Schedule

The Southeast Region announces the following schedule for its Squadron Leadership Schools.

Feb. 3-4, Jackson, Miss.  
March 3-4, Knoxville, Tenn.  
March 31-April 1, Maxwell AFB, Ala.  
May 26-27, San Juan, P.R.  
June 2-3, San Juan, P.R.



For the benefit of all members of Civil Air Patrol, the statistics for 1978 for search and rescue activities throughout the organization are shown below.

These are unofficial figures, compiled by the Directorate of Operations at CAP National Headquarters.

As of Dec. 10, 1978  
Number of Missions . . .838  
Number of Sorties . . .10,559  
Flying Hours . . . . .23,025  
Saves . . . . .83  
Finds . . . . .444

Awards were presented to outstanding cadets and seniors of Westchester County Group and the 16th Canadair Wing.

The award presentation concluded the 19th year of cadet exchange between the two organizations.

## Membership Campaign

# Florida Launches Drive



**RESULTS COUNT**—Lt. Ray S. Taylor, left, of Florida Wing Group 3, and the group commander, Maj. Howard R. Cumler, discuss facts and figures of the group's share of Florida's successful recruiting campaign.

By **RENOVA WILLIAMS**  
Director, CAP Personnel  
National Headquarters

MAXWELL AFB, Ala. — Civil Air Patrol's nationwide recruiting campaign has been in operation for only two months, but exciting things are already happening throughout the country.

They are happening in Florida, for instance, which has had a successful recruiting program, Project Launch, in operation since September 1977. Results have everyone talking and enthusiasm reigns throughout the wing.

Project Launch is based on a recruiting plan developed about 10 years ago by the wing's Cadet Advisory Council under the guidance of Lt. Col. Bill Breeze. It was brought up to date under the leadership of Col. Richard L. Leali Sr., the present wing commander.

The first campaign under the revised plan was held from September through December 1977. The drive was so successful — a 16 percent increase in cadets — that he decided to run it again in 1978.

Basically, Project Launch is a year-round recruiting campaign designed to bring in cadets and senior members throughout the year. It is spearheaded by Lt. Col. Robert T. Miller, the wing recruiting officer. Recruiting project officers at group and squadron level monitor the implementation and progress of the program.

Unit recruiting teams, usually consisting of at least two sharp cadets — one male and one female, and one senior member, are also used to speak before target groups such as high school assemblies and civic clubs. Each cadet and composite squadron in the state is responsible for scheduling at least three junior high schools for contact during the year. A master schedule is compiled by the wing.

Maximum publicity is sought via displays and booths at county fairs and shopping centers, air shows, and radio and TV appearances. But, officials say,

the most effective recruiting method of all is still the one-on-one contacts by individual members.

There is a monthly schedule of events and recruiting activities with specific tasks and goals for each month throughout the year, with peak cadet activity in September in conjunction with the beginning of school.

In addition, the wing's radio net is used extensively to keep recruiting before the CAP members. For instance, reminders are passed along at certain times of the month or year to set up recruiting booths or special renewal campaigns to help retain current members.

There is a three-pronged approach to recruiting in the wing: 1. An all-out push to recruit new members; 2. Training for everyone (the wing has held five squadron leadership schools this year); and 3. Activities. Under the "activities" heading, for instance, 565 cadet orientation rides have been given in a three-month period.



**PUBLICITY IMPORTANT**—Maj. Al Seeschaaf, left, Florida Wing Information Officer, points out importance of publicity in recruiting to Lt. Violet T. Taylor, center, new IO for Group 3, and Capt. Monty R. Thompson of the Brandon Cadet Sq. As the blackboard says, important steps are: media contact, personal visits, and follow-up.

Col. Leali and his staff encourage diversified activities. For example, if a unit cannot visit an FAA facility or participate in a flying activity, they do something else. But they keep the cadets busy. For another example, Florida cadets were treated recently to helicopter rides provided by the Aerospace Rescue and Recovery Service detachment at Homestead AFB, Fla. Others held a meeting in the Dade County jail and toured the crime lab.

According to Col. Leali, recruiting new members in individual squadrons is important but, he said, "I believe that large growth depends on new units. Groups must charter new units in order to meet their quotas." Speaking of recruiting problems, he added that, "In small communities, the way to go is through the composite squadron."

Col. Miller has emphasized the importance of command support and continuous recognition of all individuals and units who are do-

ing an outstanding job. To back up this latter contention, he cited the example of Capt. Jewell Langston, commander of the North Tampa Cadet Sq., who recruited an entire family — Cliff Dalrymple, Janis Dalrymple, and their sons Donald and Lee. She also recruited Mrs. Bernardine Camerson and Robert Salter.

Capt. Florence Stootman, commander of the Brandon Cadet Sq., felt she needed more seniors to help guide activities of the cadets and went out and recruited four — John Ward, a pilot; Carolyn Massara, a draftsman; Helen Hodgkin, a nurse; and Joan Blanton, an employee of the tax office.

Col. Miller's philosophy about recruiting might be stated in these words: "Recruiting is an individual decision based on belief in the product. Good salesmen don't just sit in their offices and wait for people to come in and look. They go out and hustle, they advertise, make contacts, follow up on prospects

and put up displays. They go where the people are and sell their product."

Florida has set high membership goals for the campaign — a 20 percent increase for cadets and a 15 percent increase for seniors — plus 39 new units. To date, nine new units have already been chartered. All have met minimum membership criteria (15) — which Col. Leali insists on, and none has been splintered from established squadrons.

According to Col. Leali "Recruiting can be fun. Recruiting campaigns promote public awareness of CAP. However, an all-out recruiting effort has to be reinforced by intensive training and a viable activities program. We must be able to deliver to the new member that which we have promised them."



**WINNERS**—Maj. Donald L. Hill, left, of Florida Wing Group 5, and Maj. Al Seeschaaf, center, wing IO, show off shirt presented to Lt. Col. Joseph E. Day, squadron commander of the new Hudson Cadet Sq., chartered in September. Col. Day is 73 years of age.

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